

**STAFF REPORT
PLANNING COMMISSION**

DATE: SEPTEMBER 11, 2012

CASE NO.: GENERAL PLAN AMENDMENT 2010-121
ENVIRONMENTAL ASSESSMENT 2012-622

REQUEST: RECOMMENDATION TO THE CITY COUNCIL FOR THE CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT (SCH#2010111094), APPROVAL OF THE GREENHOUSE GAS INVENTORY AND REDUCTION PLAN, AND ADOPTION OF THE GENERAL PLAN UPDATE.

APPLICANT: CITY OF LA QUINTA

LOCATION: CITY-WIDE

ENVIRONMENTAL CONSIDERATIONS: A DRAFT ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2010111094) WAS PREPARED UNDER ENVIRONMENTAL ASSESSMENT 2012-622. THE DOCUMENT HAS BEEN PREPARED AND CIRCULATED, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") AND THE CEQA GUIDELINES.

RECOMMENDED ACTION:

Adopt Planning Commission Resolution 2012-__ recommending City Council certification of the draft Environmental Impact Report, adoption of the Greenhouse Gas Inventory and Reduction Plan, and updated General Plan.

EXECUTIVE SUMMARY:

The General Plan serves as the primary guiding policy document for the City and contains all of the Elements required under state law. As such, the General Plan is the single most important document adopted by the City. Any recommendations made by the Planning Commission regarding the General Plan will be presented to the City Council for their consideration. Staff recommends the Planning Commission adopt a resolution recommending City Council approval of the Draft Environmental Impact Report, Greenhouse Gas Inventory and Reduction Plan, and Draft General Plan.

The current General Plan was adopted on March 20, 2002. General Plans are typically renewed on a ten-year cycle. Due to a number of changed factors since then,

including new state legislation and the economic slowdown, the City Council directed staff to proceed with an updated General Plan. While the land use designations and policy direction of this update are generally consistent with the current General Plan, adjustments have been made to streamline and simplify the document, as well as to accommodate recent legislative changes. The notable adjustments are as follows:

- Two new Elements have been added to the General Plan update, Sustainable Community (Attachment 1 pg. II-133) and Economic Development (Attachment 1 pg. II-163).
- The land use categories have been simplified and consolidated (Attachment 1 Table II-1, pg. II-2).
- A few minor changes to existing land use designations have been made from the current General Plan map, such as the accurate designation of existing conservation lands, pocket parks, water district facilities, recent amendments to the General Plan, and adjustments required by the recently adopted Housing Element (Attachment 1 pg. II-18).
- The boundary area of the General Plan update now matches the City's Spheres of Influence (Attachment 1 Exhibit II-1).
- An area study or master plan will be required for the eastern Sphere of Influence prior to any future annexations (Attachment 1 pg. II-18 & Policy LU-1.4).
- The target population and build-out projections have been more accurately revised to accommodate recent changes in the housing market and reflect data provided from the 2010 U.S. Census (Attachment 1 pg. II-12).
- The Land Use and Sustainable Communities Elements enable a mixed-use overlay to be developed in the Zoning Ordinance, and identify new development concepts to be provided for in the Village and Highway 111 corridor (Attachment 1 pg. II-14 & II-143).
- The Housing Element, adopted by the City Council in August of 2011, has been incorporated into the General Plan update (Attachment 1 pg. II-193).
- The Circulation Element is supported by a new city-wide traffic model that is consistent with the Riverside County model. The Element also incorporates "Complete Streets" and provides updated roadway classifications (Attachment 1 pg. II-31).

FISCAL IMPACT

No direct fiscal impact is anticipated with adoption of the Draft General Plan. An analysis to guide and improve long-term fiscal policy has been provided within the Economic Development Element (Attachment 1 pg. II-163).

ANALYSIS

Population Projections

The 2010 US Census estimated the City's population at 37,467 with an average 2.53 persons per household. The draft General Plan estimates the population within the current City limits to be 79,956 persons at build out with 100% occupancy of all housing units. When La Quinta's current seasonal vacancy rate of 27.5% is applied to build out, the population of the City is reduced to 57,968. In 2010, the estimated Sphere of Influence population was 2,264. The draft General Plan identifies the population of the Sphere of Influence upon build out at 54,396. The draft General Plan identifies the total population in both the City and Sphere at build out to be 134,352 persons.

Compliance with State Law

A number of aspects of the General Plan have been refreshed to comply with changes in state law since 2002:

- California's Global Warming Solutions Act of 2006, also known as AB 32, requires that all cities prepare an inventory of greenhouse gases and adopt a plan to reduce the emission of those gases to 1990 levels. As a result, the General Plan update is accompanied by a Greenhouse Gas Inventory and Reduction Plan (Attachment 3) which measures the City's emissions levels and recommends policies for implementation which have been estimated to achieve the required goals.
- The Circulation Element takes into account California's Complete Streets Act of 2008 (AB 1358) by incorporating designs which accommodate and enable safe access for all roadway users, including pedestrians, bicyclists, golf carts, and transit riders.
- The General Plan update accommodates the Sustainable Community and Climate Protection Act of 2008 (SB 375) through the new Sustainable Community Element and by integrating supporting transportation, land-use, and housing policies throughout the General Plan.
- The addition of the new Sustainable Community Element allows streamlined

CEQA exemptions for certain infill, transit-oriented, and walkable communities under environmental quality legislation enacted in 2011 under SB 226.

Land Use Summary

The draft General Plan does not significantly change the allocation of land in the City. The attached Table 1 (see Attachment 2) compares the land use allocation in the existing General Plan with the proposed General Plan. The differences fall into a few limited categories:

- Lands previously designated Low Density Residential that have since been developed as golf courses have been changed to Open Space Recreation, which has reduced the residential acreage and increased the Open Space Recreation acreage.
- Lands designated Commercial and Low Density Residential has been changed to High Density Residential, either for specific projects or for consistency with the newly adopted Housing Element.
- Lands designated Low Density Residential in Section 5, at the south end of the City that have been bought by public agencies for conservation under the Multi-Species Plan have been changed to Open Space Recreation.
- Lands annexed into the City since 2002, including and in particular lands south of Avenue 58 and west of Monroe have increased the overall acreage of land within the City limits.

Greenhouse Gas Inventory and Reduction Plan

The California Warming Solutions Act of 2006, referred to as Assembly Bill 32 (or AB 32), in conjunction with the Sustainable Community and Climate Protection Act of 2008, referred to as Senate Bill 375 (SB 375), requires all cities to reduce their greenhouse gas (GHG) emissions to 1990 levels by no later than 2020. In accord with these laws, the Planning Department has prepared a Greenhouse Gas Inventory and Reduction Plan (Attachment 3) which analyzes emissions levels and contains recommended policies intended to help the City reach its target goal. While most GHG emissions are generated by vehicles and power generation, there are a number of measures which can be applied on a city-wide level relating to building construction, energy efficiency, transportation planning, and land use. When applied together, these recommendations will help the City comply with the legislation's target goals. The Greenhouse Gas Inventory and Reduction Plan serves as an appendix to the draft General Plan and supports the energy efficiency and conservation goals, policies, and programs found within the Sustainable Community Element.

Sustainable Community Element

The new Sustainable Community Element (Attachment 1 pg. II-133) helps the City develop responsibly and efficiently through the conservation of resources, the enhancement of the built environment, encouraging transportation options that do not rely as much on the automobile, and improve community health. It contains a number of concepts and programs which are interconnected with State Building Codes, Regional Water Quality Plans, public health initiatives, other General Plan Elements, and the Greenhouse Gas Inventory and Reduction Plan.

Economic Development Element

A new Economic Development Element (Attachment 1 pg. II-163) was prepared in light of recent economic events and contains long-term strategies to maintain the City's current economic base and to help improve growth and revenue. The Economic Development Element contains an analysis which determines the costs and revenues associated with the future build out of the City. It takes into account existing and potential sources of revenue and is intended to support the City's annual Economic Development Plan.

Traffic and Circulation

The update to the Circulation Element (Attachment 1 pg. II-31) reflects the evolution of land use and development in the City, the Sphere of Influence, and neighboring communities. The Element is supported by extensive traffic and transportation modeling. Based on the projections, a number of physical improvements have been identified at key intersections and roadway segments to assure that future traffic operations can provide an acceptable level of service. These recommendations will be incorporated into the City's Capital Improvement Program. Some measures include a priority for roundabouts over signalization at specific intersections, strategies to maximize alternative modes of travel, the implementation of Transportation Demand Management (TDM) programs, and the use of Intelligent Transportation Systems (ITS). With the recommended physical improvements and management strategies identified in the Circulation Element, it is expected that most components of the City's circulation network will operate at acceptable levels of service upon General Plan build out.

Compliance with the California Environmental Quality Act

Based on California Environmental Quality Act (CEQA) requirements, an Environmental Impact Report (Attachment 4) was prepared for the General Plan update (State Clearinghouse No. 2010111094). All of the impacts identified from the proposed General Plan are able to be mitigated to a less than significant level with the exception of air quality and traffic and circulation, for which a Statement of Overriding Considerations will be considered by the City Council.

In regards to air quality, emissions associated with operation of land uses at build out of the general plan will exceed established thresholds, even when mitigated, and are therefore significant and unavoidable. These emissions result from daily emissions in the city at build out, including electricity generation, natural gas usage, vehicular exhaust, construction activity, and emissions generated by individual businesses and residences.

In regards to traffic and circulation, even with the proposed mitigation programs, management strategies, and physical improvements identified in the Circulation Element, up to six roadway segments and four intersections may operate at level of service (LOS) E or F at build out, which fall below City standards, and are considered to be significant and unavoidable impacts (Tables 2 and 3 below). With these exceptions, most components of the City's circulation network will operate at acceptable levels of service upon General Plan build out.

Table 2
Intersections with the Potential to Operate at LOS E or F
General Plan Build Out

Intersection	Projected Level of Service (LOS)	
	AM	PM
Washington St. @ Fred Waring Dr.	F	F
Washington St. @ Miles Ave	D	F
Miles Ave @ Adams St.	D	E
Madison St. @ Avenue 50	E	F

Table 3
Roadway Segments with the Potential to Operate at LOS E or F
General Plan Build Out

Roadway Segment	Projected Daily Level of Service (LOS)
Washington St.: Ave 42 to Fred Waring Dr.	E
Washington St.: Fred Waring Dr. to Miles Ave @ Miles Ave	F
Washington St.: Highway 111 to Avenue 48	E
Washington St.: Avenue 48 to Eisenhower Dr.	E
Madison St.: Avenue 54 to Airport Blvd (Ave 56)	F
Harrison St.: Airport Blvd. (Ave 56) to Avenue 58	F

PUBLIC NOTICE AND REVIEW

Public Outreach Campaign

The City conducted an extensive community outreach effort for the General Plan update. The public outreach campaign began with a kick-off workshop to garner input

held in April of 2010, stakeholder workshops for residents and businesses in the Village and Highway 111, and presentations before homeowner associations, the local Rotary Club, and at the annual City Picnic. A website was prepared, www.lq2035.org, to keep the public informed and apprised of the project's ongoing progress and to allow public access to the draft General Plan and supporting documents.

Public Notification

The Notice of Preparation (NOP) for the Environmental Impact Report was posted and released for comment on November 24, 2010. A scoping meeting for the NOP was advertised and held on December 8, 2010. The Notice of Completion (NOC) was posted with the State Clearinghouse on July 10, 2012. The Notice of Availability (NOA) for the Draft Environmental Impact Report (DEIR) was advertised in the Desert Sun newspaper on July 12, 2012. The 45-day public comment period for the Draft Environmental Impact Report ran through August 27, 2012. All General Plan documents have been posted online for public review on their respective release dates.

The General Plan Update was subject to review by Native American Tribal organizations, under SB 18 requirements. One request for consultation was received from the Cabazon Band of Mission Indians during the 90-day tribal consultation request period, but there was no follow-up to our response from that organization. Comments were also received from the Agua Caliente Band of Cahuilla Indians.

The public hearing for the proposed Environmental Impact Report, Greenhouse Gas Assessment Inventory and Reduction Plan, and General Plan Update were advertised in the Desert Sun newspaper on August 31, 2012. The public hearing notice was published as 1/8 page legal advertisement.

Comments on the Draft Environmental Impact Report


During the 45-day comment period, the City received written responses regarding the Draft Environmental Impact Report (Attachment 5) from the following agencies: Native American Heritage Commission, Riverside County Airport Land Use Commission, South Coast Air Quality Management District, City of Coachella, City of Indio, Coachella Valley Water District, Coachella Valley Mosquito and Vector Control District, Riverside County Planning Department, the State Clearinghouse, Hoffmann Land Development, and the Riverside County Transportation and Land Management Agency. A formal response to comments will be prepared in conjunction with the Final Environmental Impact Report and presented to the City Council.

Communication from the Public

During the course of the General Plan update, staff received comments from three La Quinta residents (Attachment 6): Mr. Dick Storbo, Mrs. Neeta Quinn, Mr. Michael L.

Bailardo, and one developer, Mr. Marvin D. Roos (resulting in a minor correction to Circulation Exhibit II-2). Any additional comments received following the preparation of this report will be provided to the Planning Commissioners at the public hearing.

Prepared by:



Andrew J. Mogensen, AICP
Principal Planner

Attachments:

1. Draft General Plan Update
2. Table 1, A Comparison of Existing and Proposed General Plan Land Use Allocations
3. Greenhouse Gas Inventory and Reduction Plan
4. Draft Environmental Impact Report
5. Comments Received on the Draft Environmental Impact Report
6. Communication from the Public

Attachments 1, 3, and 4 were provided to the Planning Commissioners at the beginning of the public comment period on July 12, 2012.

PLANNING COMMISSION RESOLUTION 2012-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LA QUINTA, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT (SCH#2010111094) AND APPROVAL OF THE GREENHOUSE GAS INVENTORY AND REDUCTION PLAN PREPARED FOR THE GENERAL PLAN UPDATE, AND ADOPTION OF AN UPDATED GENERAL PLAN

**CASE NO.: GENERAL PLAN AMENDMENT 2010-121
APPLICANT: CITY OF LA QUINTA**

WHEREAS, the Planning Commission of the City of La Quinta did on the 11th day of September, 2012, hold a duly noticed Public Hearing to consider the proposed General Plan Amendment 2010-121, for an update to the La Quinta General Plan (hereinafter, "Project"); and,

WHEREAS, the City Council of the City of La Quinta, California did, on the 20th day of March 2002, adopt Resolution 2002-44, approving a comprehensive update of the City of La Quinta General Plan, pursuant to Sections 65000 et seq. of California Planning and Zoning Law; and,

WHEREAS, the City Council of the City of La Quinta, California did, on the 2nd day of August 2011, adopt Resolution 2011-071, approving the Housing Element of the La Quinta General Plan, which is not being amended at this time; and,

WHEREAS, an update of the General Plan has been drafted which reflects the values and principles of the City of La Quinta and contains the goals, policies, and programs deemed necessary to responsibly guide the future growth and development of the City; and,

WHEREAS, the City's unique population characteristics, economic conditions, development patterns, environmental setting, natural and cultural resources, transportation network, financial resources, community health, and public safety, as well as the interests, concerns, and well-being of the people of the City of La Quinta were all considered in the preparation of the General Plan update; and,

WHEREAS, said General Plan update has complied with tribal consultation requirements as set forth in Government Code Section 65352 (SB 18 requirements); and,

WHEREAS, an Environmental Impact Report (SCH #2010111094) has

been prepared for this project as prescribed by the California Environmental Quality Act (CEQA); and,

WHEREAS, a Greenhouse Gas Inventory and Reduction Plan has been prepared for the General Plan Update in accord with the Global Warming Solutions Act of 2006, also known as AB 32, and,

WHEREAS, the Planning Commission has read and considered all environmental documentation comprising the EIR, and has found that the EIR considers all potentially significant impacts of the proposed project, fully complies with all the requirements of CEQA, and reflects the independent judgment of the Planning Commission and the City; and,

WHEREAS, at said Public Hearing, upon hearing and considering all testimony and arguments, if any, of all interested persons wanting to be heard, said Planning Commission did make the following mandatory findings to justify a recommendation for approval of said Amendment updating the General Plan of the City of La Quinta:

1. The elements of the General Plan, as proposed, are internally consistent and reflect updated statistics and information regarding the City's current conditions and anticipated future growth.
2. The proposed General Plan Update will not negatively impact the public welfare, insofar as its policies and programs consider and address Geologic Hazards, Noise, Air Quality, Flooding and Hydrology, and other environmental and manmade hazards, in order to minimize and prevent these potential hazards for the health, safety, and well-being of the residents and visitors of the community.
3. The proposed General Plan Update is compatible with the historic and anticipated land use patterns in the City, and will continue to support the orderly and responsible development of the City in the future.
4. The land uses proposed on the Land Use Map are suitable for the lands on which they are proposed, insofar as the majority of the City's developable lands are generally flat, and those lands with significant slope and environmental resources are proposed for preservation as Natural Open Space.

5. The Greenhouse Gas Inventory and Reduction Plan is consistent with the requirements of California's Global Warming Solutions Act of 2006, as codified under California Health and Safety Code sections 38500 *et seq.*
6. The update is consistent with the Housing Element of the General Plan and State housing law, as revisions to land use standards as identified in the current Housing Element have been studied and included as part of this General Plan Update process.
7. The General Plan Update will not create conditions materially detrimental to the public health, safety, and welfare in that the resulting programs and policies are designed to protect, improve, and enhance the health, safety, and well-being of the people of the City of La Quinta.
8. The General Plan Update complies with the provisions of California's Planning and Zoning Law, as codified under California Government Code sections 65300 *et seq.*

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of La Quinta, California, as follows:

1. That the above recitations are true and correct and constitute the findings of the Planning Commission in this case; and,
2. That it does hereby recommend that the City Council certify the Environmental Impact Report prepared for the General Plan Update; and,
3. That it does hereby recommend adoption of the Greenhouse Gas Inventory and Reduction Plan prepared for the General Plan Update; and,
4. That it does hereby recommend that the City Council amend the General Plan, with the exception of the Housing Element, by adopting the General Plan Update consisting of the maps, text, and appendices which are incorporated into and part of this Resolution by reference herein, for the reasons set forth in this Resolution.

PASSED, APPROVED, and ADOPTED at a regular meeting of the La Quinta Planning Commission, held on this 11th day of September, 2012, by the following vote, to wit:

Planning Commission Resolution 2012-
General Plan Amendment 2010-121
Environmental Assessment 2012-622
La Quinta General Plan Update
September 11, 2012

AYES:

NOES:

ABSENT:

ABSTAIN:

KATIE BARROWS, Chairwoman
City of La Quinta, California

ATTEST:

LES JOHNSON, Planning Director
City of La Quinta, California

ATTACHMENT 2

Table 1
Existing General Plan Land Use Allocation, City Limits

General Plan Designations	Existing General Plan			Proposed General Plan		
	Developed	Un-developed	Total	Developed	Un-developed	Total
VLDR Very Low Density up to 2 du/ac	261	198.2	459.2	4,006.0	1,583.7	5,589.7
LDR Low Density up to 4 du/ac	3,202.50	3,096.90	6,299.40			
MDR Medium Density up to 8 du/ac	1,063.90	324.2	1,388.10	1,292.4	373.6	1,666.0
MHDR Medium-High Density up to 12 du/ac	14.5	69	83.4			
HDR High Density up to 16 du/ac	0.6	86.7	87.3			
Total Residential Acreage	4,542.40	3,775.00	8,317.50	5,298.4	1,957.3	7,255.7
M/RC Mixed Commercial	87.9	309	397	385.6	184.0	569.6
CC Community Commercial	24.2	93.7	117.9			
NC Neighborhood Commercial	61.8	50.8	112.5			
CP Commercial Park		64	64			
O Office		39.9	39.9			
TC Tourist Commercial	206.2	145.3	351.5	206.6	138.9	345.5
VC Village Commercial	64.4	68.8	133.2	77.1	12.9	90.0
Total Commercial Acreage	444.5	771.5	1,216.00	669.3	335.8	1,005.1
MC Major Community Facilities	178.3	13.1	191.3	252.7	193.8	446.5
P Park Facilities	601.3	128	729.3	4,392.2	867.0	5,259.2
G Golf Course Open Space	3,125.30	986.7	4,111.90			
OS Open Space	1,246.20	4,258.70	5,505.00	2,171.6	4,761.7	6,933.3
W Watercourse/Flood Control	468.9	132.8	601.7			
Street Rights of Way				1,764.6	191.1	1,955.7
Total Other Acreage	5,619.90	5,519.30	11,139.20	8,581.1	6,013.6	14,594.7
Grand Total	10,606.70	10,065.80	20,672.60	14,548.8	8,306.7	22,855.5

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 384
 SACRAMENTO, CA 95814
 (916) 653-6251
 Fax (916) 657-5390
 Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



July 17, 2012

Mr. Andrew Mogensen, AICP, City Planner

City of La Quinta

P.O. Box 1504
 La Quinta, CA 92253



Re: SCH#2010111094; CEQA Notice of Completion: draft Environmental Impact Report (DEIR) for the City of La Quinta General Plan Update; located in the City of La Quinta; Coachella Valley; Riverside County, California.

Dear Mr. Mogensen:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9. This project is also subject to California Government Code Section 65352/3, *et seq.*

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. The NAHC recommends that the lead agency request that the NAHC do a Sacred Lands File search as part of the careful planning for the proposed project.

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you

make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq.*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



August 15, 2012

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Director
Ed Cooper

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Russell Brady
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

Mr. Andrew Mogensen, Principal Planner
City of La Quinta Planning Department
P. O. Box 1504
78-495 Calle Tampico
La Quinta CA 92253

RE: Draft Environmental Impact Report (DEIR) for the City of La Quinta General Plan Update (SCH # 2010111094)

Dear Mr. Mogensen:

Thank you for providing the Riverside County Airport Land Use Commission (ALUC) with a CD copy of the Draft Environmental Impact Report (DEIR) for the City of La Quinta General Plan Update. We have reviewed the document and offer the following comments.

On page III-99 of the Draft EIR, Bermuda Dunes Airport is variously referred to as a "private airfield" or a "private airstrip." This is an incorrect classification. Bermuda Dunes Airport should be described as a "privately-owned public use airport." As a public use airport, Bermuda Dunes Airport is subject to permitting requirements of the State of California Department of Transportation Division of Aeronautics. Another distinction between a public use airport and a private airstrip is that Airport Land Use Commissions are required to prepare Airport Land Use Compatibility Plans for the environs of public use airports. A handwritten annotated copy of page III-99 is attached hereto, and we would recommend that the Final EIR incorporate the recommended changes.

A portion of the City of La Quinta located northerly of Fred Waring Drive and westerly of Jefferson Street is within Compatibility Zone D and is proposed for a land use designation of Low Density Residential (0 to 4 dwelling units per acre). This land use designation is not consistent with Countywide compatibility criteria for Compatibility Zone D; however, as this designation reflects an existing land use (a recorded tract map), a finding of consistency could still be made by the Airport Land Use Commission.

The current boundaries of the City of La Quinta lie outside the Airport Influence Area for Jacqueline Cochran Regional Airport, but the sphere of influence extends into this area and is included primarily in Compatibility Zones D and E. Small portions of Compatibility Zones C and B1 extend into the area directly southwesterly of the Airport Boulevard/Harrison Street intersection. This area is within the community of Vista Santa Rosa, where the Commission has indicated a willingness to consider special policies if large expanses of open area can be preserved in perpetuity. (Please see the attached letter from the Airport Land Use Commission to the Riverside County Planning Department regarding this issue.)

Pursuant to Section 21676(b) of the California Public Utilities Code, "prior to the amendment of a general plan...the local agency shall first refer the proposed action to [ALUC]." At the appropriate time prior to action (ideally before Planning Commission consideration, but definitely before City Council action), the new General Plan should be submitted to the Airport Land Use Commission for a consistency review. (A copy of the "Application for Major Land Use Action

AIRPORT LAND USE COMMISSION

August 15, 2012

Review" form is attached, for your convenience.)

We urge your consideration of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, and the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan in proposing land use designations for properties within the Airport Influence Areas of these two airports. Additionally, the California Airport Land Use Planning Handbook published by the State of California Department of Transportation, Division of Aeronautics, is an excellent resource that should be consulted in your efforts to provide for a General Plan that furthers the objectives of airport land use compatibility planning. We recommend that the chapter addressing "Responsibilities of Local Agencies" be reviewed.

In situations where a jurisdiction's General Plan has not been determined by ALUC to be consistent with applicable Airport Land Use Compatibility Plans, ALUC is empowered to require submittal of all actions, regulations, and permits (such as land divisions and development of structures with a cumulative floor area of 20,000 square feet or greater) involving land within an Airport Influence Area for individual determinations of consistency or inconsistency. All major land use actions, with or without legislative actions such as general plan amendments, specific plans and specific plan amendments, and zoning changes, affecting land within the Airport Influence Areas of Bermuda Dunes Airport and Jacqueline Cochran Regional Airport are presently subject to ALUC review. ALUC reviews for conformance with ALUCP compatibility criteria, including land use intensity, noise, and height. (Once ALUC has determined a jurisdiction's General Plan to be consistent, only those projects involving general plan amendments, specific plans, specific plan amendments, ordinance amendments, or zoning changes are subject to ALUC review.)

The protection of airports from incompatible land use encroachments is vital to California's economic future. ALUCs were created by the State of California to work with local jurisdictions in a joint effort to provide for compatible land uses in the vicinity of public use airports. ALUC staff is available to assist the City in this effort in order to provide for a General Plan that is consistent with adopted Compatibility Plans, and would be happy to meet with you and City staff to discuss the General Plan and the ALUC review process at your convenience.

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

Attachments (3): Page III-99 with recommended corrections
Letter to Riverside County Planning re: Vista Santa Rosa
Application for Major Land Use Action Review

cc: Nicole S. Criste, Terra Nova Planning & Research
Mike Smith, Bermuda Dunes Executive Airport
Daryl Shippy, Riverside County EDA – Aviation (Indio)



Coachella Valley Mosquito and Vector Control District

43-420 Trader Place • Indio, CA 92201 • (760) 342-8287 • Fax (760) 342-8110

• Toll Free 1-888-343-9399

E-mail: CVmosquito@cvmvcd.org • Website: www.cvmvcd.org

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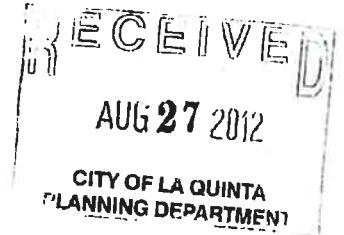
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Indio

CHARLES RICH
Rancho Mirage

BRANKA B. LOTHROP, Ph. D.
General Manager

August 21, 2012

To: Andrew Mogensen, AICP
Principal Planner
City of La Quinta
P.O. Box 1504
78-495 Calle Tampico
La Quinta, CA 92253



Subject: Comments regarding Notice of Completion of a Draft Environmental Impact Report (DEIR) for the City of La Quinta General Plan Update, State Clearinghouse No. 2010111094

Dear Mr. Mogensen,

Thank you for the opportunity to express the position and concern of the Coachella Valley Mosquito and Vector Control District (hereafter, the District) regarding the Draft Environmental Impact Report (EIR) for the City of La Quinta General Plan Update (State Clearinghouse No. 2010111094).

The District is a non-enterprise independent special district accountable to the citizens of the Coachella Valley, charged with the protection of public health through the control of vectors and vector-borne diseases within its boundaries. We operate under the California Health and Safety Code Division 3, Sections 2000-2910 (known as the Mosquito Abatement and Vector Control District Law). Our activities include the prevention and control of mosquitoes, filth flies, eye gnats, and the red imported fire ant. The General Plan Update may result in increases in these vector populations and impact the ability of the District to control vectors. Specifically, the expansion of La Quinta into its Sphere of Influence to the south and east will increase the likelihood that residents encounter vector and nuisance insects in agricultural and wetland habitats.

Mosquitoes

Within the urbanized areas of La Quinta, as well as the rest of the Coachella Valley, mosquitoes breed in storm drain systems, neglected swimming pools, poorly designed or damaged landscape irrigation systems, and other containers that hold water for at least 96 hours. The most important vector species are the encephalitis mosquito and the southern house mosquito. These species can vector (transmit) West Nile virus, western equine encephalomyelitis and St. Louis encephalitis to humans. Additionally, West Nile virus and western equine

encephalomyelitis can infect horses, which is of interest to La Quinta due to its numerous equestrian trails.

The General Plan Update indicates that the number of dwelling units in the planning area will be increased to 53,103. The current number of dwelling units that are occupied year-round is 14,820 of the 23,489 available. If the current year-round occupation rate is kept constant at 63%, then 19,648 dwelling units could be expected to be unoccupied. If the current number of seasonal, recreational, and occasional use homes remains the same (27.5% according to the 2010 U.S. census), then 14,603 homes will be vacant for at least part of the year.

The District conducts aerial photography to determine if pools are neglected. In April 2012, we identified 245 pools in La Quinta as possibly being neglected, or approximately 1% of the dwelling units present. With an increase in dwelling units, we might expect this to reach 530 pools at build out. We currently see that approximately half of the pools on our possibly neglected list require treatment and follow-up inspections.

Storm drains, catch basins, dry wells, and detention basins are also commonly used as breeding sites for mosquitoes within the urban environment. Given that 2,084.5 acres of street rights of way are proposed to be built under the Preferred Plan, we expect that more storm drains will be built. We applaud La Quinta's commitment on page V-4 to be a Full Service Community. We agree that "storm drains ... [are] maintained in good working order and of adequate service level to address existing and future needs" is an important Guiding Principle and a task that ensures effective use of mosquito control products.

As the agricultural areas of the Sphere of Influence are built, residents are likely to encounter floodwater mosquitoes known as *Psorophora*. These mosquitoes are not vectors of disease; however, they are active day and night and are very painful biters. The addition of residents in the area will result in additional service requests, increasing our workload.

Filth flies and eye gnats

As the area within the La Quinta Sphere of Influence is developed from agricultural property into dwelling units, we expect to receive more requests for control of filth flies and eye gnats. Most flies lay eggs in decaying plant or animal matter as can be found in agricultural practices. We have seen the development of homes in traditionally agriculture areas result in unhappy homeowners who are not pleased with the presence of adult flies. We can and do recommend methods of preventing breeding sources of flies, but properties that are zoned for agriculture do have potential for fly breeding even when practicing standard and acceptable agricultural practices as defined by the California Health and Safety code.

Red imported fire ants (RIFA)

While the red imported fire ant (RIFA) is not a vector of disease, it is an invasive species within the Coachella Valley that produces a very painful sting. People may experience localized pain or swelling and in some cases, anaphylactic shock. In urban areas, they build mounds close to buildings, in school yards, athletic fields, golf courses, and parks. In agricultural areas, they can build mounds near water sources and drip irrigation systems, feed on seeds and budding fruits, and sting livestock. La Quinta already has several golf courses that are infested with RIFA, and

further creation of green spaces will likely result in the spread of the insect into the currently less urbanized Sphere of Influence.

We applaud the City of La Quinta's commitment to using desert landscaping techniques as well as the development of educational programs and demonstration gardens to inform the public and businesses of water efficient techniques and sustainable practices. Reducing water use, particularly wasted water that flows into storm drains, will result in decreases in vector populations. We encourage the city to work with us and future developers to use vector prevention strategies when building storm drains and choosing landscape options.

Sincerely,



Jennifer Henke, M.S.
Environmental Biologist
jhenke@cvmvcd.org

cc: Branka B. Lothrop, Ph.D., General Manager
Jeremy Wittie, M.S., Scientific Operations Manager



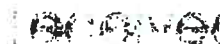
**South Coast
Air Quality Management District**

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-Mailed: August 24, 2012
planning@la-quinta.org

August 24, 2012

Mr. Andrew Mogensen, AICP
Principal Planner
City of La Quinta
P.O. Box 1504
78-495 Calle Tampico
La Quinta, CA 92253


AUG 27 2012
CITY OF LA QUINTA
Planning Department

**Review of the Draft Environmental Impact Report (Draft EIR)
for the City of La Quinta General Plan Update Project**

The South Coast Air Quality Management District (AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are intended to provide guidance to the lead agency and should be incorporated into the Final Environmental Impact Report (Final EIR) as appropriate.

Based on a review of the Draft EIR the AQMD staff is concerned about the project's regional construction and operational air quality impacts. Specifically, the lead agency has determined that the project's construction and operational emissions will exceed the AQMD's CEQA significance thresholds for NO_x, SO_x, CO, VOC, PM₁₀ and PM_{2.5} emissions impacts. Therefore, the AQMD staff recommends that the lead agency provide additional mitigation measures to minimize the project's significant air quality impacts. Further, the AQMD staff request that the lead agency provide additional information and clarification in the Final EIR on the project's Greenhouse Gas (GHG) Emission Reduction Plan and GHG significance determination presented in the Draft EIR. Details regarding these comments are attached to this letter.

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the lead agency to address these issues and any

Mr. Andrew Mogensen

2

August 24, 2012

other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

Sincerely,



Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

Attachment

IM:DG

RVC120713-03
Control Number

Greenhouse Gas Emissions Analysis

1. Based on a review of the Draft EIR the lead agency has determined that the proposed project will achieve its greenhouse gas (GHG) reduction target of 10% below 2005 levels by 2020 and 28% below 2005 levels by 2035. Based on information presented on page IV-7 of the GHG Reduction Plan the lead agency established BAU using historical growth rates (2005 baseline data) within city limits. As a result, the lead agency applied this same growth rate to land area outside of city limits and in the project's sphere of influence (SOI). However, it does not appear that the land outside of the lead agency's jurisdiction and in the SOI (see Figure I-5 of Draft EIR) has a growth potential that is consistent with the growth rates assumed in the BAU analysis. Specifically, it does not seem appropriate to allocate the same growth rate to land in the city limits boundary and land in the SOI boundary given the existing lower density rural designation within the SOI. Therefore, the AQMD staff requests that in light of a recent court ruling regarding BAU analysis¹ the lead agency demonstrate that the BAU analysis properly captures the growth potential in the city's sphere of influence and provide clarification about the use of this rate to establish the project's BAU emissions value.

Regional Plan Consistency

2. The lead agency indicates that the population, housing and employment growth rates in the GHG Reduction Plan were provided by the Southern California Association of Government (SCAG). However, the lead agency does not provide any quantitative analyses or measures to demonstrate that the project is consistent with the recent Sustainable Community Strategy (SCS) adopted by the SCAG. Therefore, the final CEQA document should provide a quantified analysis demonstrating consistency with the 2012 Regional Transportation Plan/SCS.

Mitigation Measures for Operational Air Quality Impacts

3. The lead agency's operational air quality analysis demonstrates significant air quality impacts from all criteria pollutant emissions including NOx, SOx, CO, VOC, PM10 and PM2.5 emissions impacts. These impacts are primarily from mobile source emissions related to vehicle trips associated with the proposed project. However, the lead agency fails to adequately address this large source of emissions. Specifically, the lead agency requires nominal mitigation measures in the Draft EIR that lack emission reduction targets and specificity relative to the mobile source emissions. Therefore, the lead agency should reduce the project's significant air quality impacts by reviewing and incorporating additional transportation mitigation measures from the greenhouse gas quantification report² published by the California Air Pollution Control Officer's Association and by revising mitigation measures 1 through 6 on

¹ Friends of the Northern San Jacinto Valley et al., v. County of Riverside et al. (Villages of Lakeview, April 2012)

² California Air Pollution Control Officer's Association. August 2010. Quantifying Greenhouse Gas Mitigation Measures. Accessed at: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

page III-35 of the Draft EIR to provide specific emission reduction targets in the Final EIR. Further, the lead agency should be mindful of significant mobile source reductions that are needed in the near future for the South Coast Air Basin to achieve Federal Clean Air Standards by 2023 and 2030³.

Construction Equipment Mitigation Measures

4. The lead agency determined that the proposed project will exceed the CEQA regional construction significance thresholds; therefore, AQMD staff recommends that the lead agency provide the following additional mitigation measure pursuant to CEQA Guidelines Section 15126.4.
 - Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NOx and PM emissions requirements.

³ See page six (6) of the Powering the Future Document accessed at:
<http://www.aqmd.gov/pubinfo/images/cover-spread.jpg>



Established in 1918 as a public agency
Coachella Valley Water District

Directors:

Peter Nelson, President - Div. 4
John P. Powell, Jr., Vice President - Div. 3
Patricia A. Larson - Div. 2
Debi Livesay - Div. 5
Franz W. De Klotz - Div. 1

Steven B. Robbins, General Manager-Chief Engineer
Julia Fernandez, Board Secretary

CITY OF LA QUINTA
"PLANNING DEPARTMENT"

Officers:

Redwine and Sherrill, Attorneys

August 22, 2012

File: 1150.14

Andrew Mogensen, AICP
Principal Planner
City of La Quinta
Post Office Box 1504
La Quinta, CA 92253

Dear Mr. Mogensen:

**Subject: Notice of Completion of a Draft Environmental Impact
Report for the City of La Quinta General Plan Update**

Thank you for affording the Coachella Valley Water District (CVWD) the opportunity to review the Notice of Completion of a Draft Environmental Impact Report (DEIR) for the La Quinta General Plan Update. CVWD provides domestic water, wastewater, recycled water, irrigation/drainage, regional stormwater protection and groundwater management services to a population of almost 300,000 throughout the Coachella Valley in Southern California.

At this time, CVWD submits the following comments regarding the DEIR:

1. Where applicable throughout the DEIR, references should be made to the 2010 Coachella Valley Water Management Plan Update (approved in January 2012), the Coachella Valley Multiple Species Habitat Conservation Plan, and the Thomas E. Levy Groundwater Recharge Facility.
2. Page M-9, Environmental Summary Matrix: Under the "Existing Conditions" heading, "Hydrology" is misspelled.

Please revise first sentence under "Hydrology" to state: *"Analysis and design of regional flood control structures is the responsibility of CVWD"*.

Please revise the last sentence of the first paragraph under "Hydrology" to state *"...the Bear Creek System, the East La Quinta Channel System, Dike No. 2, Guadalupe Dike, and Dike No. 4."*

In reference to the second paragraph under the "Project Impacts" heading, please note that the portion of the Coachella Valley Stormwater Channel within the Planning Area is not a "levee", and most of this section has slope protection.

3. Page M-10, Environmental Summary Matrix: In the last sentence of the third paragraph under the headings "Existing Conditions" and "Water Resources/Quality", please revise to read: "*CVWD estimates the annual overdraft for 2010 to be 7,457 acre-feet.*"
4. Page II-12: Please revise the third paragraph to read "...which drains an approximate 1,069-square-mile watershed at Indio..." or "...which drains an approximate 1,525-square-mile watershed at the Salton Sea..."

In the last paragraph, please replace "*Whitewater River*" with "*Whitewater River Stormwater Channel*".

5. Page II-13: Under the heading "Domestic Water Resources", please revise the second sentence to the following: "*It uses wells to extract groundwater which naturally recharges from mountain runoff. Natural recharge is supplemented by replenishment programs supplying supplemental water to the Thomas E. Levy Groundwater Recharge Facility near Dike No. 4 and at the Martinez Canyon Pilot Groundwater Recharge Facility near Martinez Canyon.*"

Under the heading "Whitewater River Subbasin", please revise the last sentence of the first paragraph to state "...Lower Whitewater River Subbasin Area of Benefit." In the first sentence of the second paragraph, please revise to read "...groundwater use in the Whitewater River Subbasin has been steadily increasing to a point where demand has exceeded natural supplies."

6. Page II-20: In the third sentence of the first paragraph under "Domestic Water", please revise to read "...and south and east of the Planning Area at the Thomas E. Levy Groundwater Recharge Facility near Dike No. 4 and at the Martinez Canyon Pilot Groundwater Recharge Facility near Martinez Canyon."

In the last two sentences of the paragraph under "Wastewater Services", please replace "*Mid-Valley Water Reclamation Plant*" with "*Water Reclamation Plant No. 4*".

7. Page III-104: In the first sentence of the paragraph under "Regional Stormwater Management", please revise to read: "*Analysis and design of regional flood control Structures is the responsibility of CVWD*". Please revise the second to last sentence to read "...include the Coachella Valley Stormwater Channel, Whitewater River Stormwater Channel, the La Quinta Evacuation Channel, the Bear Creek System, the East La Quinta Channel System, Dike No. 2, Guadalupe Dike, and Dike No. 4."

Please revise the first four sentences in the first paragraph under “Whitewater River/Coachella Valley Stormwater Channel” to read: *“The Whitewater River, which flows into the Coachella Valley Stormwater Channel in the Planning Area, is the principal drainage course in the City, extending through the Coachella Valley for 50 miles, with an average cross-section of 350 feet. The Channel is generally dry, but may be inundated during storm events. Most of the Coachella Valley Stormwater Channel sections within the City have reinforced slope protection; the remaining portions are protected by unreinforced earthen berms.”*

Please revise the first sentence of the second paragraph to read: *“The aforementioned reinforced slopes and remaining unreinforced earthen banks are classified by FEMA as “Provisionally Accredited Levees”, indicating that they provide protection from the 100-year flood.”*

8. Page III-105: Please revise the last sentence under “Bear Creek System” to read: *“CVWD has applied for FEMA accreditation of the Bear Creek Channel System including the training dike, and is awaiting receipt of the formal accreditation letter.”*

In reference to the last sentence of the paragraph under “Oleander Reservoir”, the Standard Project Flood elevation is projected to be 54 feet at the reservoir; please verify 44-foot elevation associated with the 100-year flood.

9. Page III-106: In reference to the first two sentences of the first paragraph under “Dikes”, please note that the dikes were constructed to protect agricultural lands. Also, the Eastside Dike is not located within an area covered by the City’s General Plan Update.
10. Page III-110: Please revise the first two sentences of the first paragraph under “Levee Failure and Seicheing” to read: *“There are several major stormwater or irrigation facilities located in the Planning Area including the Coachella Valley Stormwater Channel, Coachella Canal, and Lake Cahuilla.”*

In the first sentence of the second paragraph, please replace “sand levees” with “banks” or “levees”.

11. Page III-238: Please revise the second sentence of the third paragraph under “Existing Conditions” to read: *“Although Colorado River water is one of the Coachella Valley’s main sources of water, it has elevated levels of salinity. This water has been cited as contributing to the elevated salinity levels found in the Valley.”*
12. Page III-239: Please revise the last sentence of the first paragraph under “Thermal Subarea” to read: *“...increased pumpage has lowered groundwater levels in the lower portion of the Whitewater River subbasin.”*

Please revise the first sentence of the third paragraph to read: *"The upper and lower aquifer zones of the Thermal subarea..."*

Please revise the first sentence under "Regional Water Supply and Demand" to read: *"The Coachella Valley's principal domestic water source is groundwater."*

13. Page III-240: Please revise the first and second sentences under "Regional Water Supply" to read: *"Domestic water is provided in the City and most of the sphere by CVWD. Groundwater is the primary source for this water supply."*

In the first sentence of the second paragraph, please add "Area of Benefit" after "Subbasin".

Please revise the last sentence of the third paragraph to read: *"...the annual balance in the Area of Benefit for 2010 was estimated to be -7,457 acre-feet.¹⁰⁹"* And please add this sentence: *"The cumulative overdraft for the Area of Benefit through 2010 is estimated to be 4,497,609 acre-feet.¹⁰⁹"*

Under "Historic and Current Consumption", please add "Area of Benefit" after "Subbasin".

14. Page III-241: Please revise the title of Table III-50 to *"Coachella Valley Water District Annual Water Production Within the Lower Whitewater River Subbasin Area of Benefit."*

Under "Domestic Water Facilities", please update data to include the following: *"CVWD has 102 active wells, 59 reservoirs, and in 2011 delivered 102,805 acre-feet of water to a population of 286,240."*

15. Page III-243: Please replace *"... and the Mission Creek subbasins..."* with *"...and the Mission Creek Subbasin Areas of Benefit"* in the second and third paragraphs on this page."

16. Page III-244: Please revise the heading *"Reclaimed Water/Tertiary Treated Water"* to *"Recycled Water/Tertiary Treated Water"*. In the second sentence under this heading, please revise to state *"...of which two have facilities to treat wastewater..."* and add this sentence after the second sentence: *"A third CVWD water reclamation plant produces secondary treated water suitable for irrigation where uses are restricted."*

17. Page III-245: In the next to last sentence of the first paragraph on the page, please replace *"turn"* with *"turf"*.

18. Page III-246: Please revise the fourth and fifth sentences of the second paragraph under "Water Quality" to read: *"In some areas, low levels of naturally-occurring arsenic have been found. CVWD has three ion exchange treatment facilities for arsenic removal; these are located in the Mecca and Thermal areas."*

19. Page III-247: Please revise the second and third sentences under "Total Dissolved Solids" to read: *"The secondary MCL for TDS includes an upper level of 1,000 milligrams per liter (mg/L) and a short-term level of 1,500 mg/L. Based on CVWD domestic well monitoring data for 2009, TDS levels ranged from 150 to 980 mg/L."*

Under "Nitrates", please remove the "s" from "commons" in the second sentence of the first paragraph.

20. Page III-248: Please revise the first sentence of the fourth paragraph on the page to read: *"The primary water quality issues in the Coachella Valley are salinity and nitrates."* Please add "River" after "Whitewater" in the second sentence.

21. Page III-252: Please replace "reclaimed" with "recycled" in the last sentence of the first paragraph under "Impacts to Water Supply Resources".

22. Page III- 254: In the third sentence of the first paragraph, revise to read "...established thresholds for domestic water..." and place a comma after "chromium-6" in the last sentence.

In the third sentence under "Nitrates", please revise to read "...nitrate concentrations in domestic water provided by CVWD range from "not detected" to a maximum of 40 mg/L."

23. Page III-255: Please remove the "s" from "impacts" in the first sentence of the first full paragraph.

24. Exhibit III-10: The Coachella Valley Stormwater Channel is mislabeled as the "Whitewater River".

If you have any questions, please call Luke Stowe, Senior Environmental Specialist, extension 2545.

Yours very truly,



Mark L. Johnson
Director of Engineering

LS:pr/eng/env/12/aug/LQ Gen Plan Update



MA



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY
Transportation Department



Juan C. Perez, P.E., T.E.
Director of Transportation

August 27, 2012

Les Johnson, Planning Director
City of La Quinta
78-495 Calle Tampico
La Quinta, CA 92253

Subject: Draft Environmental Impact Report (DEIR) and City of La Quinta General Plan
City of La Quinta

Dear Mr. Johnson:

Thank you for the opportunity to review the City of La Quinta General Plan. We offer the following comments.

The Riverside County Transportation Department (RCTD) has reviewed the Circulation Element for the City of La Quinta General Plan. The County requests that any roadway designations within the City's Circulation Element that extend to the City/County boundary and the City's sphere of influence and that differ from the County's designations be coordinated with County staff. Specifically the RCTD has compared the City's Circulation Element to the County's current Circulation Element and the Circulation Element the County will be proposing in its own update to the County General Plan. The RCTD is primarily concerned with potential conflicts regarding the proposed designations on Harrison Street (former SR-86) and Avenue 62 within the City's Circulation Element.

Based on discussions with City staff, the County understands that Harrison Street was modeled for the City's General Plan as an 8 lane divided facility and that the City's traffic model demonstrated the need for a facility of this size. The County concurs that an 8 lane facility will need to be accommodated in the future for Harrison Street. However, as of the writing of this letter the last published version of the City's General Plan showed Harrison Street as a Major Arterial Highway (6 lanes divided within 128 feet of right-of-way). The County requests the City incorporate a cross-section for an 8 lane divided highway into the City's General Plan and that the designation of Harrison Street would be changed to that cross-section. The County requests that the City's cross-section would generally conform to the attached cross-section.

The City is proposing that Avenue 62 be designated as a Secondary Arterial Highway (4 lanes undivided within 102 feet of right-of-way). The County has previously analyzed this roadway in the South Valley Parkway Traffic Study and Roadway Phasing Plan dated April 4, 2007 prepared by Kimley-Horn and Associates, Inc. The conclusions of that study indicated that the portion of Avenue 62 that falls within the City's General Plan between Monroe Street and Harrison Street should be planned for four lanes within

Les Johnson, Planning Director
Page 2
August 27, 2012

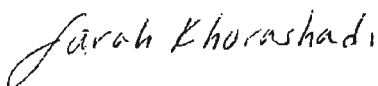
220-feet of right-of-way. The County has done additional traffic modeling of this corridor in connection with a proposed update of the County's General Plan using the RIVTAM model. The assumptions of model for the proposed General Plan incorporated approved Specific Plans within this portion of the County, but otherwise did not use the proposed land use assumptions of the South Valley Parkway. The General Plan update model analyzed the full future build-out of all unincorporated and incorporated areas beyond the 2035 horizon, and the model has indicated that traffic volumes on Avenue 62 will warrant at least a 6 lane divided facility at full build-out. The County continues to recommend that Avenue 62 should be designated in such a way that sufficient right-of-way will be preserved for the accommodation of ultimate future growth and that at a minimum will permit the construction of a 6 lane divided facility. The County believes that a minimum of 152 feet of right-of-way should be preserved for this roadway, especially between Jackson Street and Harrison Street.

The County has adopted Community Design Guidelines for an area known as Vista Santa Rosa (VSR). The boundaries of this community include the unincorporated portions of the City of La Quinta's General Plan, covering the City's current sphere of influence and extend further to the south between Avenue 62 and Avenue 66 on the north and south and between Monroe Street and Harrison Street on the west and east. The County requests that the City would cooperate with the County in preserving the VSR community identity within its full boundaries. The County desires that this area remain intact through inclusion within the sphere of influence of one city and that future planning would consider all portions of this community.

Thank you again for the opportunity to review the La Quinta General Plan and EIR. We appreciate your consideration of these comments:

Riverside County Administrative Center
4080 Lemon Street, 8th Floor
Riverside, CA 92502

Sincerely,



Farah Khorashadi, P.E.
Engineering Division Manager

RF:FK:rg

Attachment – Standard No. 87 "8-Lane Expressway"

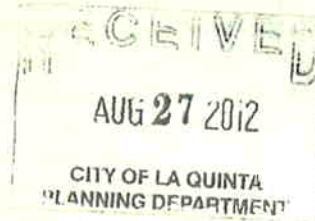
cc: Juan C. Perez, Director of Transportation and Land Management
Patricia Romo, Deputy Director



CITY OF INDIO

100 CIVIC CENTER MALL • INDIO, CA 92201
760.391.4000 • FAX 760.391.4008 • WWW.INDIO.ORG

August 24, 2012



Andrew Mogensen, AICP
Principal Planner
City of La Quinta
P.O.Box 1504
78-495 Calle Tampico
La Quinta, CA 92253

**RE: NOTICE OF COMPLETION OF A DRAFT ENVIRONMENTAL IMPACT
REPORT (DEIR) FOR THE CITY OF LA QUINTA GENERAL PLAN UPDATE.**

Mr. Mogensen,

As requested by you we have reviewed the July 2012 City of La Quinta General Plan Draft Environmental Impact Report (Draft EIR), including the Transportation/Traffic portions prepared by Terra Nova Planning & Research as well as Appendix H to the Draft EIR, the May 14, 2012 of the City of La Quinta General Plan Circulation Element Update Traffic Impact Analysis prepared by Iteris.

While the Draft EIR mentions that several roadways and intersections are shared with other jurisdictions and while the Draft EIR suggests that cooperation and communication with adjacent jurisdictions is needed, there has been no meaningful communication with our City Traffic Engineer (Mr. Tom Brohard) during the preparation of the Traffic Impact Analysis (other than an introductory call from Iteris indicating that their work on this project had begun). In fact, the list of organizations, persons, and documents consulted shown in Section IX of the Draft EIR does not list or identify any persons or documents from the City of Indio or any other municipality. Rather than preparing their Draft EIR in a vacuum, the City of La Quinta consultants for this project should have discussed various recommendations with the City of Indio and others, particularly those involving

adding lanes within the City of Indio, to mitigate significant traffic impacts caused by intensified land use in the City of La Quinta and its sphere of influence.

The following comments pertaining to streets and intersections shared with La Quinta are submitted to you for consideration and for inclusion in the City of Indio comment letter on the La Quinta General Plan Draft EIR:

- 1) Existing Conditions – Regional Roadways – The discussion of State Highway 111 as a Regional Roadway beginning on Page III-204 of the Draft EIR should be modified to indicate that the State relinquished this roadway several years ago to the local cities and the only portion of State Highway 111 that remains in the Coachella Valley is in the City of Palm Springs. The Highway 111 discussion should also be moved into the discussion of Local Major Highways beginning on Page III-205 of the Draft EIR.
- 2) Roadway Segment Analysis for General Plan Buildout – Table III-48 beginning on Page III-221 of the Draft EIR contains some significant spikes in future traffic volumes from block to block. These increases do not appear to be reasonable as the adjacent properties are mostly developed at this time. The following Year 2035 ADT forecasts on roadways shared with the City of Indio require further validation:
 - a. Jefferson Street from Avenue 48 to Avenue 50 – In this segment, 2035 ADT volumes are 7,000 higher south of Avenue 48 and 18,000 higher north of Avenue 50 than the adjacent segments.
 - b. Highway 111 from Dune Palms Road to Jefferson Street - In this segment, 2035 ADT volumes are 10,000 higher east of Dune Palms Road than the adjacent segment to the west.
 - c. Avenue 48 from Dune Palms to Jefferson Street - In this segment, 2035 ADT volumes are 16,000 higher east of Dune Palms Road than the segment to the west.
 - d. Avenue 50 from Jefferson Street to Madison Street - In this segment, 2035 ADT volumes are 14,000 higher east of Jefferson Street than the segment to the west.
- 3) Intersection Impact Analysis – Table III-49 beginning on Page III-226 of the Draft EIR provides AM and PM Peak Intersection Analysis with 2035 buildout volumes during the peak season. The table should be expanded to indicate and more clearly disclose the additional lanes/traffic control measures that are required, particularly those additions in other jurisdictions including Indio. From Exhibit III-21 to achieve LOS “D” or better, the following additional lanes are needed according to the Draft EIR at the intersections that are shared between La Quinta and Indio:
 - a. Jefferson Street and Fred Waring Drive – 50% Indio; 50% La Quinta – Add westbound right turn lane in Indio.

- b. Jefferson Street and Highway 111 – 75% Indio; 25% La Quinta – Add 3rd southbound left turn lane and 4th southbound thru lane in La Quinta; add 4th northbound thru lane in Indio.
 - c. Jefferson Street and Avenue 50 – 25% Indio; 75% La Quinta – Add 2nd eastbound left turn lane in La Quinta; add 2nd westbound left turn lane and 2nd westbound thru lane in Indio.
 - d. Madison Street and Avenue 50 – 75% Indio; 25% La Quinta – The proposed lane additions in the Draft EIR have been modified by the Indio/La Quinta Project Development Team (PDT) working together on the improvement of Madison Street to eliminate the possible need for a third northbound thru lane in Indio. The Draft EIR should be updated to reflect the ultimate intersection geometry approved by the PDT on July 24, 2012. These lane additions in the City of La Quinta now include a 2nd eastbound thru lane and an eastbound right turn lane. Lane additions in the City of Indio now include a 2nd southbound left turn lane, a second southbound thru lane, and a southbound right turn lane; a 2nd northbound left turn lane, a 2nd northbound thru lane, and a northbound right turn lane; and a 2nd westbound thru lane and a westbound right turn lane. A traffic signal will also be installed at this intersection.
 - e. Madison Street and Avenue 52 – 25% Indio; 75% La Quinta - The proposed lane additions in the Draft EIR have been modified by the Indio/La Quinta PDT working together on the improvement of Madison Street to eliminate the possible need for a third northbound thru lane in Indio. The Draft EIR should be updated to reflect the ultimate intersection geometry approved by the PDT on July 24, 2012. These lane additions in the City of La Quinta now include two southbound left turn lanes, a second southbound thru lane, and a southbound right turn lane; a 2nd northbound left turn lane and a 2nd northbound thru lane. Lane additions in the City of Indio now include a 2nd westbound thru lane. A traffic signal will also be installed at this intersection.
 - f. Monroe Street and Avenue 52 – 50% Indio; 25% La Quinta; 25% County – Add 2nd eastbound thru lane in La Quinta; add 2nd southbound left turn lane, 2nd southbound thru lane and southbound right turn lane in Indio; add 2nd westbound thru lane in Indio; add two northbound left turn lanes, a 2nd northbound thru lane, and a northbound right turn lane in the County.
- 4) Intersections Potentially Worse Than LOS "D" - The underlying analysis in the Draft EIR is very conservative, having bumped up the October traffic counts by 10 percent to reflect higher volumes in January, February, and March. This baseline increase of 10 percent effectively translates to a drop in LOS from "D" to "E" at these intersections. Constructing costly additional improvements to maintain LOS "D" for the highest traffic volumes during three months of the year, when these intersections will operate at LOS "D" or better for the other

nine months of the year, is not justified during these difficult economic conditions.

Since our Circulation Plan Update in 2008, the City of Indio allows LOS "E" under certain conditions (see attached). Many other jurisdictions in California also allow LOS "E" under these or similar conditions. For intersections shared with the City of Indio, especially those where Indio has jurisdiction over 75 percent of the intersection, the City of La Quinta should reconsider its LOS "D" standard and also allow LOS "E" under certain conditions. Mitigation measures necessary to achieve LOS "E" should be identified and more clearly disclosed in separate tables and figures, together with identification of improvements that are required within the City of Indio. According to the Draft EIR, intersections shared between the Cities of La Quinta and Indio that may operate at worse than LOS "D" include:

- a. Jefferson Street and Highway 111 – Only 25% of this intersection is in the City of La Quinta, with 75% of the intersection within the City of Indio. While adding a third SB left turn lane may be feasible, adding fourth northbound and southbound thru lanes on Jefferson Street will require additional right of way in the City of Indio. Both cities have constructed what are typically considered the maximum practical improvements at Jefferson Street and Highway 111 including dual left turn lanes, three thru lanes, and separate right turn lanes with green arrow overlaps on each approach. Further widening of the intersection which necessitates purchase of right of way and could result in other environmental impacts is not acceptable to the City of Indio. In accordance with the attached policy, LOS "E" conditions will therefore be acceptable if they should occur at buildout in Year 2035 during the peak season (January thru March) at Jefferson Street and Highway 111 in the City of Indio.
- b.
- c. Madison Street and Avenue 50 - Only 25% of this intersection is in the City of La Quinta, with 75% of the intersection within the City of Indio. The revised lane configurations approved by the Indio/La Quinta PDT will result in LOS "D" or better operating conditions in Year 2035. Further widening of the intersection which necessitates purchase of additional right of way and could result in other environmental impacts is not acceptable to the City of Indio. In accordance with the attached policy, LOS "E" conditions will therefore be acceptable if they should occur at buildout in Year 2035 during the peak season (January thru March) at Madison Street and Avenue 50 in the City of Indio.

Please feel free to contact us at 760-391-4120 with any question you may have.

Thanks,

A handwritten signature in black ink, appearing to read 'Leila', with a stylized flourish extending to the right.

Leila Namvar

Assistant Planner

City of Indio

Community Development Department

Planning Division



CITY OF COACHELLA

1515 SIXTH STREET, COACHELLA, CALIFORNIA 92236

PHONE (760) 398-3502 • FAX (760) 398-8117 • WWW.COACHELLA.ORG

August 27, 2012

Mr. Andy Mogensen, AICP
City of La Quinta Planning Department
P. O. Box 1504
La Quinta CA 92253

RECEIVED

AUG 27 2012

Planning Department

Subject: La Quinta General Plan Update Draft Environmental Impact Report (DEIR)

Dear Andy:

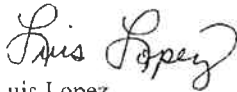
The City of Coachella would like to thank your staff and consultants for including the City of Coachella, throughout your process, in the La Quinta General Plan Update. We had the privilege of meeting with you during the early planning stages and discussed items of mutual concern. We are excited to see the latest documents that are now approaching the public hearing process. Upon closer review of the documents, the City of Coachella would like to register the following comments regarding the draft documents.

- 1) The Preferred Alternative Land Use Plan (Exhibit I-5) shows the entire geographic area bounded by Jackson Street, Airport Boulevard, Harrison Street and the Coachella City boundary as "Low Density Residential" except for two areas of "Community Commercial" at SW corner of Van Buren and Avenue 53, and on the west side of Harrison Street between Airport Boulevard and Avenue 60 (north of Avenue 54). The City is concerned about this blanket designation for the following reasons.
 - a) The preferred land use plan deviates from the Vista Santa Rosa Land Use Concept Plan (VSRLUCP) with respect to the clustering of densities at the Village Center near Coachella Valley High School. The City of Coachella believes that "Medium High Density Residential", "High Density Residential", "Village Center" and "Community Center" uses identified in the VSRLUCP at Calhoun Street and Airport Boulevard are beneficial to the long term quality of life in the area. The City of Coachella would encourage the creation of a neighborhood center similar to what is envisioned in the VSRLUCP in order to reduce vehicular trips for the commercial needs of nearby residents, and to have a cluster of density near the existing High School to promote walking routes to school.
 - b) The intersection of Van Buren Street and Avenue 52 in Coachella has approximately 160 acres of undeveloped land designated for General Commercial uses. Commercial land developers have studied this intersection as a future node for regional commercial and medical office uses. This area has the potential to become a significant employment center. The City of Coachella is in favor of designating the land north of Avenue 53 and east of Calhoun Street to include "Medium Density" and "High Density" Residential uses to cluster homes near this future employment center.

- 2) The proposed roadway diagram for Harrison Street south of Airport Boulevard is shown as a Major Arterial consisting of six lanes with a raised median. Please note that the City of Coachella has approved a policy document for Harrison Street between Avenue 54 and Highway 111 ("Harrison Street Corridor Study") that calls for a de-emphasized roadway with four lanes of travel and parallel parking on the street. It is our desire to shift regional traffic onto Van Buren Street and Calhoun Street as future north-south arterial streets within Coachella. In addition to anticipated future commercial uses and possible expansion of the Augustine Casino, the Van Buren and Calhoun Street corridors will provide connectivity between planned community parks at Van Buren and Avenue 49 (Rancho Las Flores) and at Avenue 50 and Calhoun Street (La Colonia Park). The City of Coachella would encourage policies that would require a transitioning section of Harrison Street between Avenue 58 and Airport Boulevard to reduce the number of lanes for north-bound traffic into Coachella.
- 3) The draft Circulation Element diagram as shown in Exhibit III-18 identifies the major roadway arterials on the traditional section lines throughout La Quinta's sphere of influence (i.e., Avenue 54, Airport Boulevard, Jackson Street, Van Buren Street, Avenue 58, and Avenue 60, etc.). While a majority of Coachella's arterials have not been developed, we see this as an opportunity to enhance connectivity by including the ½-mile connecting roadways as much as possible into the General Plan network. Accordingly, the City of Coachella will be including Avenue 53, Avenue 55, Avenue 57, Avenue 59, and Avenue 61 into the Circulation Element. Similarly, we will be including Calhoun Street, Frederick Street and Shady Lane as north-south arterial streets to distribute the traffic in a manner that would allow all arterial streets to be no larger than a four-lane roadway. The City of Coachella would encourage smaller block distances between arterial streets to discourage highway-type arterials and encourage pedestrian-friendly streets that provide access to local commercial and public uses within identifiable neighborhood centers. The City has an over-arching goal to improve the health of our residents through the built environment by promoting walkable communities, improving opportunities for short distance non-motorized travel, and improve access to parks and recreational uses.

Thank you again for this opportunity to comment and we look forward to sharing our draft General Plan documents with you and your staff as they become available. Please contact me at (760)398-3102 if you have further questions regarding this matter.

Sincerely,



Luis Lopez
Development Services Director

Xc: David Garcia, Jonathan Hoy

**H O F M A N N
L A N D D E V E L O P M E N T
C O M P A N Y**

REC-100

AUG 7 12

Planning Department

City of La Quinta
Planning Department
Attention: Andrew Mogensen
78-495 Calle Tampico
La Quinta, CA 92247-1504

August 27, 2012

Re: Comments on General Plan Update -Draft E.I.R.

Gentlemen,

Attached is a commentary and a number of questions and concerns about the Circulation element portion of the Draft E.I.R. which was prepared by Endo Engineering the Traffic Engineering consultant for the Travertine project.

Hofmann Land Development Co is representing Travertine Corporation in its effort to entitle and eventually develop the Travertine property in South La Quinta. A variety of constraints have been identified in analyses performed by Travertine which are likely to modify the scope and type of development of the subject property from that which is shown on the General Plan Update and the previously approved Specific Plan and other entitlements. Of particular concern to the property owners is the planned road network and the ability to deliver all of the road segments identified in this E.I.R. and prior City circulation documents given these constraints. Madison Street Extension, Jefferson Street extension and Ave 62 Extension all serve and extend through the project under current General Plan scenarios.

We have made numerous requests to staff to work with us to review and analyze the modification and/or the possible deletion or conversion to emergency access of one or more of these roads as part of this General Plan Update. Staff has advised that such review and analysis is not timely and should be undertaken later as part of a Specific Plan review of the Travertine property. We have respected this requested, as it has been our understanding that the City intends to review and apply the circulation element flexibly in this area of the City understanding that among other things, it is not in the public interest to construct roads that are unnecessary or oversized. The Endo Engineering analysis of the report reveals that this southerly area of the City was not extensively studied and much detailed information is lacking when compared to the analysis performed in other areas.

For the above reasons we request that a written statement be included in the policy document confirming that circulation will be flexibly interpreted in the Southerly Jefferson/Avenue

OFFICE: 3000 OAK ROAD • SUITE 360 • WALNUT CREEK, CA 94597 • PHONE 925/478-2020 • FAX 925/977-1689
MAIL: P.O. BOX 907 • CONCORD, CA 94522

58/Madison/Avenue 62 area and further that an acknowledgement of this be included in the EIR Circulation analysis.

We also seek clarification of a related statement in the General Plan Update regarding all weather crossings as found on II-53 of the Update. Jefferson and Madison streets are correctly identified as all -weather crossing where they extend over Dikes 4 and 2. The further southerly extension of Jefferson, if constructed, may not be an all weather facility.

Although this may not be a direct Draft EIR comment, but we note that financial modeling referenced in the Draft General Plan Update notes that the City has relied upon an assumption of 500 Hotel units in the Travertine project. It remains Travertine's desire to accommodate an element of Transit occupancy tax generating land use in the project. The 500 hotel unit assumption used for the property is a gross overstatement of the potential for this property and should not be used in the City's financial projections, land use or other assumptions. The City's own experience in successfully integrating Hotel uses in its central location is a credible citation for decreasing this assumption. We recommend and request that a more reasonable 125 to 150 room maximum Hotel- like facility located in the Travertine development be used in this document and in other financial assumptions.

Thank you for the opportunity to comment on these documents.

Hofmann Land Development Company

A handwritten signature in black ink, appearing to read 'D. Lennon', with a stylized, flowing script.

David T. Lennon

**Endo Engineering****Traffic Engineering****Air Quality Studies****Noise Assessments**

August 27, 2012

Mr. David Lennon
Hofmann Land Development Co.
P.O. Box 758
Concord, CA 94522

SUBJECT: *Comments on the La Quinta 2035 General Plan Circulation Element Update Traffic Impact Analysis and DEIR Related to the Travertine Specific Plan*

Dear Mr. Lennon;

Endo Engineering has reviewed the "City of La Quinta General Plan Circulation Element Update Traffic Impact Analysis" (TIA), dated May 14, 2012, by Iteris, Inc and DEIR. The traffic analysis reviewed was downloaded from the City of La Quinta 2035 General Plan Update website as Appendix H of the "Draft EIR for the City of La Quinta General Plan" (dated July 2012) prepared by Terra Nova Planning and Research, Inc. The 45-day DEIR review period ends on August 27, 2012. Our review focuses on those aspects of the traffic impact analysis that may affect the Travertine Specific Plan.

The three potential access routes to the Travertine Specific Plan are Madison Street, Avenue 62, and Jefferson Street. The future traffic volumes and levels of service along these routes upon General Plan buildout must be provided to determine if they are consistent with current development plans. For example, the travel demand for Madison Street, between Avenue 60 and Avenue 62, is important to identify so that the roadway can be appropriately sized. Given the cost of the bridge required to construct this roadway connection, a realistic future traffic projection is needed for this roadway segment. Without this projection, it is difficult to appropriately size the other access roadways that will serve the Travertine Specific Plan.

The classification of Jefferson Street, north of the Travertine site, will need to be considered when the Travertine Specific Plan is amended in the future. In view of the topographic constraints to be overcome to construct this roadway, an appropriate classification must be identified to provide sufficient but not excess capacity. However, this roadway was not evaluated in the TIA and no future traffic projection was provided for Jefferson Street, between Avenue 58 and Avenue 62.

Another critical issue the City has been struggling with for many years is the magnitude of future regional travel demands on Avenue 62, Monroe Street, and Madison Street associated with the South Valley Parkway Implementation Program. The TIA does not provide volumes on many of these streets that would be necessary to identify the future regional through-traffic volumes in this area. Based upon the projected peak hour traffic volumes at Intersection 37, regional through traffic utilizing Avenue 62 appears to be minimal.

28811 Woodcock Drive, Laguna Niguel, CA 92677-1330
Phone: (949) 362-0020 E-Mail: endoengr@cox.net

General Comments on the General Plan Update and DEIR

1. As shown in General Plan Exhibit II-10, EIR Exhibit III-20, and Table 10 of the TIA, future traffic projections are not provided for several General Plan roadway segments that are critical to the development of the Travertine Specific Plan. Future traffic projections are needed for: (1) Avenue 62, west of Madison Street; (2) Avenue 58, west of Madison Street; (3) Jefferson Street, north of Travertine; (4) Madison Street, north of Avenue 62; and (5) Avenue 60, west of Madison Street.

Section 6.3 of the TIA (Page 52) indicates that the growth in raw LQTAM volumes between the year 2009 and the year 2035 was added to the existing 24-hour volumes from CVAG to obtain forecast year 2035 daily volumes. However, future traffic projections were not evaluated for some General Plan roadway segments that were included in the CVAG "Traffic Census Report". For example, CVAG provided existing daily traffic count data for three segments along Airport Boulevard (east of Madison Street, east of Monroe Street, and east of Jackson Street). Future traffic projections were not provided in the TIA for these roadway segments.

It can be seen from General Plan Exhibit II-10, EIR Exhibit III-20, and Table 10 of the TIA, that numerous master planned roadway segments were not included in the CVAG "Traffic Census Report" and therefore have no future traffic projection. Without future traffic projections, the adequacy of the master planned roadway classifications for many General Plan roadway segments, particularly those in the developing areas of southeast La Quinta, cannot be verified.

Future traffic projections are necessary for all of the General Plan roadway links to ensure that future traffic studies properly address General Plan buildout traffic conditions. Will year 2035 LQTAM daily traffic projections be made available to enable future traffic studies to evaluate General Plan buildout traffic volumes? As a minimum, the raw LQTAM volumes for the year 2009 and the year 2035 should be provided for those roadway links where no count data was provided in the CVAG "Traffic Census Report".

2. In Appendix H of the DEIR, page 12 of the TIA refers readers to Appendix A for the traffic count data used in the traffic study. Appendix A of the TIA was not provided on the City website and should be made available for review.
3. In Appendix H of the DEIR, page 32 of the TIA references the "LQTAM Model Documentation and Validation Report" (dated February, 2011) prepared by Iteris, Inc. This report is critical and should be provided on the City website or at a minimum made available upon request. Based upon the existing CVAG counts and the portion of the land in southeast La Quinta that has been developed to date, it appears that the future traffic projections along Madison Street are substantially higher than expected. The rationale for the additional future traffic is not provided in the TIA. Consequently, the calibration of the model in this area is of particular interest and should be reviewed.

Specific Comments Related to the Travertine Specific Plan

The Travertine Specific Plan was originally approved in 1994 with a total trip generation of 27,300 daily trips and included the development of 2,300 dwelling units, 100,000 square feet of retail, and a 500-room hotel. Access to the Travertine Specific Plan was planned via three streets, the primary access from Madison Street, and minor access from Avenue 62 and from Jefferson Street/Avenue 58.

In 2008, a proposed amendment to the Travertine Specific Plan included 1,400 dwelling units and a 500-room hotel generating 17,390 daily trips. The amended proposal represented a 39 percent

decrease in dwelling units, and a 36 percent decrease in total trip generation. From a capacity perspective, the Travertine Specific Plan area could be served by two two-lane roadways, or one 4-lane roadway. In view of the high cost of constructing off-site roadway improvements to provide access to the project site, it is critical that the access be appropriately sized. Therefore, the access streets of Madison Street, Jefferson Street, and Avenue 62 near the Travertine Specific Plan need to be carefully evaluated to ensure that a sufficient, but not excessive capacity is provided.

Madison Street

4. In Exhibit 5 of the TIA, the existing turning movement volumes for the intersection of Madison Street and Avenue 60 (Intersection 32) appear to be too high, unless the volumes represent primarily construction traffic. The six existing homes accessed via Avenue 60, west of Madison Street, should not generate 66 morning peak hour and 43 evening peak hour trips on this segment of Avenue 60. Furthermore, the primary traffic movement associated with these residents should be to/from the north, not to and from the east via Avenue 60. Traffic count data from 2008 that shows 18 vehicles in the morning peak hour and 6 vehicles in the evening peak hour on this leg of Avenue 60. Given the questionable existing traffic count data, the existing turning movements at this intersection should not be used as the basis to project the future turning movements. Doing so results in unrealistically high projections for Avenue 60, west of Madison Street. It also results in more northbound vehicles on Madison Street turning left into a relatively small low-density residential area via Avenue 60 than continuing northbound through the intersection toward the commercial and employment opportunities in the more developed portions of La Quinta.
5. General Plan Exhibit II-2 and EIR Exhibit III-18 incorrectly identify Avenue 62 as a modified 2-lane divided secondary arterial between Madison Street and Monroe Street. However, Figure 4 of the TIA correctly shows that Avenue 62, between Madison Street and Monroe Street, is a 2-lane undivided Modified Collector Street.
6. General Plan Exhibit II-2 and EIR Exhibit III-18 incorrectly identify Monroe Street, between Avenue 60 and Avenue 62, as a four-lane undivided Secondary Arterial. This segment of Monroe Street is currently classified as a Modified Secondary Arterial A (which is a two-lane divided roadway with a lower capacity than a four-lane undivided roadway).
7. General Plan Exhibit II-2, EIR Exhibit III-18, and the TIA Figure 4 identify Madison Street, extending between Avenue 60 and Avenue 62 as a Modified Secondary Arterial A. However, all of the future base maps in the TIA incorrectly show a break in Madison Street where it crosses the dike, south of Avenue 60. The future base maps should show that Madison Street will be connected between Avenue 60 and Avenue 62.
8. TIA Figure 6 shows an existing bicycle route passing through the intersection of Madison Street and Avenue 62. The intersection of Madison Street and Avenue 62 does not currently exist. Therefore, a bicycle route through this intersection does not currently exist. On the City's website, the "City of La Quinta Bike Map" only extends south to Avenue 60. Therefore, it does not show an existing bike route extending through the intersection of Madison Street and Avenue 62.
9. General Plan Table II-12, EIR Table III-48, and Table 10 of the TIA show Madison Street (between Avenue 54 and Airport Blvd.) with a projected future traffic volume of 47,529 vehicles per day. This future projection is much higher than expected, based on development trends and trip generation studies in this area. Since the land south of this point is nearly 50 percent developed and the CVAG peak season daily traffic count for Madison Street is currently less than 10,000 vehicles per day, it appears unlikely that the General Plan buildout daily volume will exceed 30,000 ADT.

The major specific plans in this area have been developing at approximately 50 percent of the densities permitted under the existing entitlements. In addition, the trip generation studies of developments such as PGA West and Trilogy have identified trip-generation rates consistent with age-restricted senior residential developments. The trip generation of residential developments in this area has been approximately 30 percent of the trip generation rates associated with traditional single-family residential dwellings. Extensive traffic counts at the access points to PGA West have identified a trip generation rate that is 35 percent of the traditional single-family residential trip generation rate, even though PGA West is not an age-restricted community.

Was the trip generation assumed in the modeling for development in this area based upon the entitlements, census data, or the actual development that has occurred? How did the calibration run for existing development compare to the existing traffic volumes for Madison Street, between Avenue 54 and Airport Blvd.? The calibration run probably shows existing traffic projections much higher than the existing traffic count data. This would indicate that both the residential development intensities and trip-generation rates assumed for this area in the model were too high.

10. Figure 11 of the TIA shows year 2035 turning movement projections at the intersection of Madison Street and Avenue 60 (Intersection 32) that are not reasonable for this location. They indicate that approximately one-half of the northbound traffic on Madison Street turns west at Avenue 60. The northbound left-turn volume (from Madison Street onto Avenue 60) is projected to exceed the northbound through volume during the evening peak hours. At this intersection there should be very little traffic making a northbound left-turn movement since the west leg of Avenue 60 only serves a very small low-density residential development area.
11. Figure 13 of the TIA shows enhanced intersection treatments at Intersection 32 required because the traffic volume assigned to Avenue 60, west of Madison Street, was unrealistically high. There is minimal development planned west of Madison Street (low-density residential uses) with access to Madison Street opposite Avenue 60. Furthermore, Avenue 60, west of Madison Street is constructed as a local street with 36 feet of pavement that would not accommodate the four lanes of through traffic and dual eastbound left-turn lanes shown in Figure 13. There is a large development planned west of the existing Andalusia development, but its future access to Madison Street is planned midway between Avenue 60 and Avenue 58, not at Avenue 60.
12. Page 40, 41, and 50 of the TIA, describe enhanced improvements recommended for Intersection 32 (Madison Street and Avenue 60). See Comment 10 and 11. This recommendation should be revised because the assumptions in the model for this intersection are not correct.

Avenue 62

13. General Plan Table II-12, EIR Table III-48, and Table 10 of the TIA show a future volume of 9,624 vehicles per day for Avenue 62, between Madison Street and Monroe Street. However, Figure 11 shows that very little peak hour traffic is projected on Avenue 62, immediately west of Monroe Street (only 90 evening peak hour trips or approximately 1,100 daily trips). This seems to indicate that essentially all of the 9,624 vehicles per day were assigned to Avenue 62 from adjacent future land uses located south of Avenue 62 and traveled west to Madison Street then north to Avenue 60. The Keck property is located south of Avenue 62 and west of Monroe Street. It is our understanding that future development plans for the Keck property included access primarily to Monroe Street, south of Avenue 62. Only minimal emergency access was planned from the Keck property to Avenue 62, west of Monroe Street. The location of the node connectors from the Keck Property to Avenue 62 and/or Monroe Street were not

documented in the TIA or DEIR. However, a nodal connection should not be assumed between the Keck property and Avenue 62.

14. General Plan Table II-12, EIR Table III-48, and Table 10 of the TIA incorrectly identified Avenue 62, between Madison Street and Monroe Street, as a 4-lane Modified Collector with a daily capacity of 28,000 vehicles per day, rather than a 2-lane Modified Collector with a daily capacity of 14,000 vehicles per day. If the traffic network in the model incorrectly assumed the speed for a four-lane roadway for Avenue 62, between Madison Street and Monroe Street, it would attract more future traffic than the correct two-lane Modified Collector designation resulting in a future volume projection that is unrealistically high.
15. Figure 11 of the TIA shows a morning plus evening peak hour volume for Intersection 37 (Monroe Street at Avenue 62) of 26 in the eastbound direction, and 3 in the westbound direction. How was this traffic distribution determined? The atypical directional split seems to imply that all vehicles are going eastbound on Avenue 62 past Monroe Street in the peak hours and essentially no vehicles return in the westbound direction on Avenue 62 in the peak hours.
16. Figure 12 of the TIA shows the future lane geometrics for Intersection 37 (Monroe Street at Avenue 62) with two westbound through approach lanes opposite a single westbound exit lane on Avenue 62 serving a peak hour westbound through volume of only 3 vehicles per hour. As a Modified Collector, Avenue 62 will only provide one through lane in each direction between Monroe Street and Madison Street.
17. Figure 12 and 13 of the TIA show that Intersection 37 (Monroe Street at Avenue 62) will have a traffic signal in the future, but the volumes shown on Figure 11 for Intersection 37 would not meet traffic signal warrants. The westbound right-turn volume should not be included as part of the westbound approach volume because of the recommendation for an exclusive westbound right-turn lane and the right-turn movement does not conflict with the large southbound left-turn movement.
18. The mitigation assumed for Intersection 37 was not appropriate to mitigate the impact at this intersection. Table 8 of the TIA shows Intersection 37 operating at LOS E during the evening peak hour. Footnote 3 states that signalization of the existing lanes was assumed for this intersection. This footnote is not correct because the text referencing Table 8 states that the analysis is based upon the future lane configurations shown in Figure 11 and the future approach lanes in Figure 11 are not the same as the existing approach lanes at Intersection 37. Traffic signals would not be installed because signal warrants are not met by these volumes.

Jefferson Street

19. The TIA did not provide any future traffic projections or level of service analysis for Jefferson Street between Avenue 58 and Avenue 62 (at Madison Street). In order to understand how the TIA addresses future development in the Travertine Specific Plan area, it is critical to at least provide year 2035 traffic volumes and identify the trip generation assumed for Section 5 and the surrounding development areas.

Other Comments

20. As discussed in Comment 13, the LQTAM appears to project approximately 9,000 daily trips on Avenue 62 generated by the future development of the Keck property (located south of Avenue 62 between the dike and Monroe Street). Based upon the LQTAM projections, future traffic will access the Keck property by crossing the dike and using Madison Street to travel to/from the north. If this is the case, the future traffic generated by the development of the Keck property would comprise a sizeable portion of the traffic utilizing the future Avenue 62 crossing

of the dike as well as the future bridge needed to extend Madison Street from Avenue 60 to Avenue 62. Consequently, the developers of the Keck property would be responsible for paying their fair-share percentage of the construction of the dike crossing and the extension of Madison Street. It was our understanding that plans for the Keck property take access primarily from Monroe Street (south of Avenue 62). The last Keck property plans that we saw did not have an access designed to take advantage of future roadway improvements to Avenue 62 and Madison Street on the west side of the dike. If the Keck Property takes access primarily from Monroe Street and only takes emergency access to Avenue 62, the traffic assignment to Avenue 62 and Madison Street should be eliminated in the model. This may also reduce the problematic traffic volume on Madison Street, south of Avenue 54, but may increase the demand on Monroe Street, north of Avenue 62.

21. The documentation provides no way to determine the trip generation assumed for the Travertine Specific Plan or the surrounding land uses located south of Avenue 58 and west of Monroe Street. Without this information, the Travertine development cannot verify that the modeled trip generation for this area is consistent with current development plans.

We appreciate the opportunity to comment on the La Quinta General Plan Update TIA and DEIR. Since these documents will be critical in properly evaluating the future traffic impacts associated with the Travertine Specific Plan, it is vital that the information presented in the General Plan be correct and accurately reflect the future developments. Obtaining a clear understanding of the LQTAM will enable us to accurately identify the circulation needs of the Travertine Specific Plan as well as the needs of cumulative developments and regional through traffic.

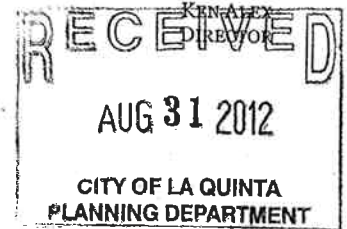
ENDO ENGINEERING


Gregory Endo
Principal



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



August 28, 2012

Andrew Mogensen
City of La Quinta
P.O. Box 1504
La Quinta, CA 92253

Subject: General Plan Update
SCH#: 2010111094

Dear Andrew Mogensen:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 27, 2012, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2010111094
Project Title General Plan Update
Lead Agency La Quinta, City of

Type EIR Draft EIR
Description Update of the La Quinta General Plan, to encompass all mandated Elements, and add a Sustainable Community and an Economic Development Element. The Update will include modifications to the Land Use Map, but will not significantly change land use patterns in the City. The Update also includes planning and land use designations for the City's Sphere of Influence. A Greenhouse Gas Reduction Plan is also being proposed, in conjunction with the General Plan.

Lead Agency Contact

Name Andrew Mogensen
Agency City of La Quinta
Phone (760) 777-7125
email
Address P.O. Box 1504
City La Quinta
Fax
State CA **Zip** 92253

Project Location

County Riverside
City La Quinta
Region
Lat / Long 33° 6.6' 3" N / 116° 31' 0" W
Cross Streets City-wide
Parcel No.
Township

Range

Section

Base

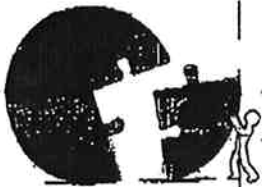
Proximity to:

Highways Hwy 111
Airports Jacqueline Cochran
Railways
Waterways Coachella Valley Stormwater Channel
Schools
Land Use

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 6; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Management Agency, California; California Highway Patrol; Caltrans, District 8; Department of Housing and Community Development; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 7; Native American Heritage Commission; Public Utilities Commission; Coachella Valley Mountains Conservancy

Date Received 07/12/2012 **Start of Review** 07/12/2012 **End of Review** 08/27/2012



Carolyn Syms Luna
Director

RIVERSIDE COUNTY PLANNING DEPARTMENT

Memorandum

DATE: August 27, 2012
TO: City of La Quinta Planning Department
FROM: Riverside County Planning Department
RE: City of La Quinta General Plan Update

Dear City of La Quinta,

Thank you for the opportunity to review the City's General Plan Update and associated EIR. The County of Riverside has taken notice that a significant portion of unincorporated Riverside County is included within the Sphere of Influence of the City of La Quinta, namely the Vista Santa Rosa Community to the east of the City of La Quinta.

The Vista Santa Rosa community has been the subject of an intensive and collaborative planning effort initiated by County staff, the community councils within this area, and other stakeholders engaged within the community.

The Vista Santa Rosa Design Guidelines were adopted by the Riverside County Board of Supervisors in January 2009, after completion of this collaborative effort and are available at the following link: http://www.rcplma.org/planning/content/devproc/guidelines/vista_santa_rosa/vista_santa_rosa_logo_us_age_guide.pdf

The County of Riverside requests that continued consideration of the comprehensive identity for the Vista Santa Rosa community, as referenced and detailed within the Design Guidelines, is incorporated into the City's updated General Plan and any other associated planning documents.

Please feel free to contact me with any questions or concerns at (951) 955-8846 or via email at arush@rcplma.org.

Sincerely,

Adam Rush, Principal

F:\Outside Document Review\General Plan Comment Letter_City of La Quinta GP Update_08 27 12.docx

XC: Carolyn Syms Luna, Planning Director
Frank Coyle, Deputy Director, REA I

Riverside Office • 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 865-3200 • Fax (951) 955-1811

Desert Office • 38886 El Cerrito Road
Palm Desert, California 92211
(760) 863-8277 • Fax (760) 863-7555

"Planning Our Future... Preserving Our Past"

Mrs. Neeta Quinn
La Quinta, CA 92253
(760) 772-3630
cnquinn@aol.com

received

SEP X4 12

City of La Quinta
Planning Department

August 27, 2012

Andrew J. Mogensen, AICP
Principle Planner
City of La Quinta
P.O. Box 1504
La Quinta, CA 92247-1504

RE: 2035 LA QUINTA GENERAL PLAN UPDATE

Dear Mr. Mogensen:

My husband and I wish to present to you our written opposition to the recently announced 2035 La Quinta General Plan update. We are aware that this "sustainable" plan is part and parcel of the United Nations Agenda 21, which President George H.W. Bush signed in 1992, at the Earth Summit, on behalf of the United States. Since Agenda 21 was "soft law" and not a treaty, Congress had no role to perform.

In 1993, President Clinton signed Executive Order #12852, creating, and advancing, the President's Council on Sustainable Development (PCSD). The federal government gave more than \$5 million to the American Planning Association to write "Growing Smart: Legislative Guidebook," aka "Sustainable America," in order to bring UN Agenda 21 to the United States. The cabinet agencies of the Executive Branch of government were charged with implementing this "global to local program," advancing Agenda 21/Sustainable Development policy in the U.S. Smart Growth was the result, taking root and now exerting increasing influence in communities across America. In 2011, President Obama implemented Executive Order #13575, which established the White House Rural Council, initiating Sustainable Development for the rural areas. Were you aware of this?

Because other cities are opting out, I presume we are not required by any law to enact or follow this Agenda. We do not need our city council, public servants, to plan our lives; planning whether we live in stacked or packed housing, or deciding whether we drive a car or ride a bike. It is our choice, not the city council or planning department's "plan" deciding what type of "healthy" lifestyle we shall have. We do not want to conform to the views and dictates of Planners. We, as individuals, do not want to take a back seat to the collective, in the process of implementing Sustainable Development.

PAGE TWO
La Quinta General Plan
Agenda 21

La Quinta can opt-out of this. As stated before, other cities have...to name a few in California:

Alameda, Carson, Danville, Eureka, Hawthorne, Inglewood, Lake Elsinore, Lawndale, Manhattan Beach, Palos Verdes Estates, Rancho Cucamonga, Sacramento, San Rafael, Stockton, and Temecula. Other cities across this country from Alaska to the Mid-West, to Tennessee, to Washington, are saying no to this insidious infiltration into the American way of life.

We cannot allow the government to take control of all land use, to lower our standard of living, or allow our cities to be remade by redevelopment. We cannot allow our freedom of choice to be taken from us, nor our right to own private property. We shall decide where we live. We shall decide what, where, and when we drive. We shall decide when we want to ride a bike. We do not need the council or unelected planners engineering or planning a "healthy lifestyle."

Sustainable Development is restructuring our lives and is targeting our children through an educational regime. It calls for the need to "enlist and empower children and youth in reaching for sustainability." It expressly calls for the elimination of private property and the freedom that private property supports. We are afraid it could cause irreparable harm to our economy and our society by the "implementation of your economic growth for social stability" presenting a dimming future for us and our posterity, taking away our individual freedom of choice.

Please understand your role in the community, as a public servant, is to administer government in a manner that protects individual liberty. We are Americans first, and the government ?—it is "of the People!" People who can say yes or no—who can be Americans first, and choose to do the right thing. It has long been known that liberty is tied to the institution of private property.

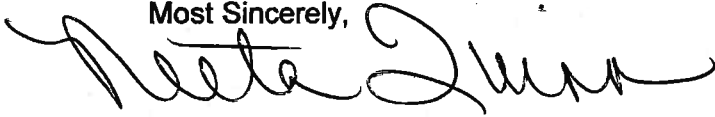
"Private property and freedom are inseparable."----George Washington

You cannot allow the United Nations, or ICLEI, to instruct you on how to control our growth and development. It is none of their business. This General Plan must not be implemented, and the City of La Quinta must opt-out of Agenda 21/Sustainable Development. You can choose to do the right thing. Do your own homework and research and you will see the truth.

PAGE THREE
La Quinta General Plan
Agenda 21

Attached is a flyer that we will be distributing to our local residents and businesses. We, the citizenry, have been asleep, unaware of the damage that is being done to our country and our cities, by our elected representatives who were entrusted to protect our rights. We are awake now, and will take an active role in our community to stop this Agenda that violates our constitutional rights. We will also inform our neighboring cities and towns as well.

Most Sincerely,



Neeta Quinn
Encl.

cc: City of La Quinta Mayor Don Adolph

Council Members: Kristy Franklin, Terry Henderson, Linda Evans, Lee Osborne

Briannestande.com

gseverson@jrn.com

devineboetto@yahoo.com

Palm Springs Patriots Coalition

Concerned Citizens of La Quinta

hanraport@verizon.net

Robert@integraladv.com

Fspevacek@la-quinta.org

David Wilson/ 943knews.com

greg/burton@thedesertsun.com

Nicole.brambila@thedesertsun.com

Lincolnclubcv.com

East Valley Republican Women

CV Young Republicans

LawrencePonce84@gmail.com

RSylk77@aol.com

dianeadolph@aol.com

ATTENTION
NEIGHBORS AND RESIDENTS OF LA QUINTA
"La Quinta 2035 General Plan"
www.LQ2035.org

IMPORTANT INFORMATION YOU DID NOT KNOW

LA QUINTA'S 2035 GENERAL PLAN FOLLOWS THE GUIDELINES OF THE UNITED NATIONS SUSTAINABLE DEVELOPMENT ACTION PLAN—KNOWN AS U.N. AGENDA FOR THE 21st CENTURY. NOTE: THIS IS NOT STATE-MANDATED.

- On page 11-134 of the La Quinta 2035 General Plan, "Sustainable Community," the planners/writers quote the United Nations definition of sustainability as... "development that meets the needs of the present without compromising the ability of future generations to meet their own needs." However, they did not tell you that quote is from a 1987 UN report entitled *"Our Common Future,"* by Chairman Gro Harlem Brundtland, former Director-General of the World Health Organization, and Vice President of the World Socialist Party. Using the framework provided by the Brundtland Commission, the United Nations is seeking to have implemented in your local town or city its agenda—Agenda 21.
(Reference Link: See page 3 at www.enterstageright.com/archieve/articles/1100commonism.htm)
- Continuing on page 11-134, it states... *"There are three primary contributors to sustainable development: the economy, the environment, and the people."* Actually "equity" is the term used in the text, not people. "Equity" means to restructure human nature and to enforce that restructure by shifting our system of justice from one that adheres to the principle of equal justice and unalienable rights to one that implements the concept of "social justice." Harvey Ruvin, Vice Chair of ICLEI, has said that *"individual rights will have to take a back seat to the collective"* in the process of implementing Sustainable Development. (See www.freedomadvocates.org —Understanding Sustainable Development Agenda 21)
- Quoting Maurice Strong, Secretary General of the 1992 Rio Earth Summit... "Current lifestyles and consumption patterns of the affluent middle class, involving high meat intake, use of fossil fuels, appliances, home and work air conditioning, and suburban housing are "NOT SUSTAINABLE." At this Summit, Agenda 21 was signed by then President George H.W. Bush, along with 178 other world leaders.
- Sustainable Development is the UN's Agenda 21 program for global control and restriction over your daily life, including your private property, individual rights, and civil liberties.

For detailed documentation regarding the "real" General Plan for La Quinta and other cities and towns across America, refer to the below websites. Please do your own homework and research.

www.freedomadvocates.org
www.DemocratsAgainstUNAgenda.com

www.lightonthedesert.org

Because Agenda 21 represented soft law and not an actual binding treaty (i.e. hard law), it did not require the ratification of the U.S. Senate or approval from Congress, instead it was implemented by President Bill Clinton in 1993, wherein he signed Executive Order #12852, creating and advancing the President's Council on Sustainable Development (PCSD). The federal government gave more than \$5 million to the American Planning Association to write "Growing Smart: Legislative Guidebook," aka "Sustainable America." to bring UN Agenda 21 to the United States. Smart Growth was the result, now taking root and exerting increasing influence in our towns and cities across America.

Monika Radeva

From: Dick Storbo <dstorbo@yahoo.com>
Sent: Thursday, July 12, 2012 4:39 PM
To: Planning WebMail
Subject: General plan 2035 comments

To whom it may concern.

Thank you for the workshop on 7/11. It was great to talk to the planning staff who worked so hard on this plan. I discussed several ideas during the workshop and was encouraged to write them down and email them to you.

First of all I wanted to congratulate the city on some big successes this past year:

1. The increased police patrols in the cove and the reduced crime statistics.
2. The abandoned house rehab and resale/rent to low income residents program. This program is a great example of out-of-the-box thinking that solves several problems at once.
3. The fitness center

I know that money is tight but please try to keep these programs going as they benefit so many, and are a wise investment in the city's quality of life.

GOALS

The following are some ideas that I believe should be part of the cities master plan goals:

1. Reduce sprawl
2. Reduce car traffic and encourage alternative means of transportation.
3. Create a downtown identity for future development in Old Town.

(Some of these may be partially addressed by the proposed mixed use zoning change, but may not go far enough)

IDEAS

1. Create an architectural zone in the Old Town area that establishes unified colors, materials, and style consistent with the existing Old Town and La Quinta resort for all new or renovated buildings. This would solidify the image of La Quinta architectural and give visitors a visual indicator that they have arrived in downtown La Quinta, instead of the current image of a sprawling town with no center.
2. Convert the Old Town main street to a pedestrian mall that can be connected to the Civic center campus, Fritz Burns and LQ Community Park via pedestrian parkways. In this way pedestrian-friendly circulation can be the secondary signature element of downtown La Quinta.
3. Advocate for evening farmers' market once a month in Old Town with outdoor eating and music, especially when the weather starts getting hot.
4. Add speed bumps on the loop around the LQ Community Park to reduce car speeds. This loop has become a short cut for many drivers who speed through the area.
5. Make walking, bicycle and golf cart paths safer.

- a. Reduce speed limits for traffic next to paths, or create striped buffer zones on certain streets, or separated paths from the street.
- b. provide street paths with no parking on one side of the main east west streets in the Cove. Such as Montezuma and Sinaloa. This would narrow the streets and slow traffic.
- c. Provide curb bulbs and shelters at bus stops, instead of forcing bus patrons to stand in people's yards waiting for a bus in the Cove.

6. Provide community garden space with water on abandoned homes that need to be torn down. Rent plots at nominal cost to local residents.

7. Fritz Burn pool is under-utilized. Find ways of keeping it open year 'round by partnering with NGO's.

8. Building Code ideas:

- a. Provide incentives for commercial and residential new and retro-fit of energy and water conservation.
- b. Adopt universal accessibility standards for new residential construction (e.g. accessible entries, backing for grab bars in bathrooms, and wider doorways).
- c. Adopt landscape standards with xeriscaping, native and drought resistance, and minimal lawns.
- d. Revise rooftop equipment and solar panel standards as part of the city's green initiative.
- Eliminate visibility restrictions and height limits.
- Allow residential wind generators.

Thanks for letting me share my thoughts. My wife and I really love living here and want La Quinta to be the best it can be.

Regards,

Dick Storbo

From: Les Johnson
Sent: Tuesday, August 14, 2012 8:49 AM
To: 'Roos, Marv'
Cc: David Sawyer; Andy Mogensen; John Criste (jcriste@terranovaplanning.com); Nicole Criste
Subject: RE: 1901--Avenue 62 Status

Marvin,

In reviewing the Draft General Plan in comparison to what I previously identified to you regarding Avenue 62 between Madison and Monroe Street, I found the following:

- The Draft General Plan identifies a Modified Secondary Arterial (see Exhibit II-3, Page II-44), which is a two lane roadway with a 14' wide median and an 8' shoulder to accommodate bicyclists and golf carts/NEV's.
- The Draft GP Modified Secondary Arterial applies not only to this roadway segment but also to Jefferson extended and Madison south of Avenue 60, thus "standardizing" the roadway network serving the Travertine area. This was also done in an effort to minimize the number of street cross sections identified in the GP. That being said, it was not our intention to increase the ROW width for the subject roadway segment of Avenue 62 by 10 feet.
- The Draft GP provides a general description of all major roads, including Avenue 62 (see Page II-77). In light of your inquiry and the discovery that this road segment is not accurately represented in the Draft GP, we will be proposing additional language to the roadway description identifying a reduced ROW width to a maximum of 74' for Avenue 62 between Madison and Monroe Streets.
- I also wanted to point out to you a new policy being introduced in the Draft GP that will allow the Public Works Director to permit modifications to roadway design standards and specifications, which would further strengthen the subject roadway segment being a 74' ROW. Please refer to Circulation Policy CIR-1.4 on Page II-119.
- The potential for Avenue 62 west of Trilogy being minimized to an EVA is still a viable option for future consideration, which is predicated upon what the land plan actually ends up being for the land within the Travertine and Section 5 areas.

In conclusion, I want to assure you that our intent is to maintain the ROW for this roadway segment at a maximum of 74' and that we will be introducing language to clarify this matter. If you should have any questions or would like to discuss further, please give me a call. Thanks, Marvin.

Les Johnson
Planning Director
City of La Quinta
(760) 777-7071

On Aug 10, 2012, at 6:42 PM, "Roos, Marv" <MRoos@msaconsultinginc.com> wrote:

In reviewing the current GP update online, it appears that Avenue 62 is now being shown as an 84' right of way with 4 lanes west of Monroe. Is that accurate or am I reading it incorrectly?

Marvin D. Roos
Director of Design Development
MSA Consulting, Inc.

From: Les Johnson [<mailto:Ljohnson@la-quinta.org>]
Sent: Monday, October 25, 2010 4:59 PM
To: Roos, Marv
Subject: RE: 1901--Avenue 62 Status

Marvin,

Attached are the two exhibits from the GPA that addressed Avenue 62. The amendment ultimately resulted in Avenue 62 west of Monroe being reduced from a four to a two lane road and a 74' wide ROW. A footnote was also added to allow for consideration of an even narrower road and ROW, if necessary. This was added to allow some design flexibility with the dike crossing in an effort to minimize impact upon Mr. Keck's property. We do not anticipate any additional public meetings regarding Avenue 62 unless it is associated with the Travertine project.

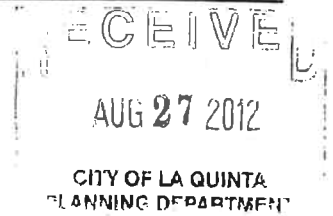
Regarding Jefferson Street, we are expecting it to be constructed in accordance with the General Plan. Ulrich recently shared with us new hydrology information that identifies the potential for significant drainage/debris flow at the north end of the Travertine site. This could result in a costly all-weather road design which has resulted in Hoffman Land Co. exploring other access options. It is my understanding that the latest hydrology information is under review and has not been accepted by CVWD or the City. To date, we have not received any information from Hoffman Land Co. requesting reconsideration of Jefferson or Madison. Hoffman Land Co. has previously discussed at length with staff the potential of Avenue 62 being reduced in width and limited to non-motorized and emergency vehicle access from the easterly dike approach west. As I believe you are already aware, the Fire Department wants to see, at minimum, Avenue 62 constructed as an EVA connection over the dike in order to provide emergency services access to the Travertine project.

I hope this information is of assistance. Please let me know if you should have any questions and/or would like to discuss.

Les Johnson
Planning Director
City of La Quinta
(760) 777-7071

Michael L. Bailardo

Andrew J. Mogensen
Principal Planner
City of La Quinta
P.O. Box 1504
La Quinta, California 92247



August 23, 2012

Dear Mr. Mogensen:

I am writing to voice my opposition to the General Plan Update that has been proposed for the City of La Quinta. I have owned a home in La Quinta since 1988 when City Hall was no more than a temporary building and La Quinta itself, other than the La Quinta Country Club, La Quinta Hotel and PGA West, was merely a smattering of temporary homes, lots with trailers parked on them and only a scattering of well maintained residences. However, new construction was in progress throughout the City and new projects like Lake La Quinta, Rancho La Quinta, and Traditions as well as other residential and commercial developments were on the drawing boards. Combined, they promised to increase property values and transform La Quinta into a desirable community for all. In other words, the saying, The Gem Of The Desert was truly the goal of the Planning Commission back then.

After reading La Quinta's newly proposed General Plan, it didn't take me long to wonder why there has been such a shift in goals. It sounds like we are striving to be an extension of Indio. I suggest you look to the communities to the west of La Quinta and mimic their development rather than what appears to be no more than a rubber stamp of the UN Agenda 21. Terms such as sustainable development and smart growth are socialist terms and lead to paths that have turned most European Capitols into the decayed disasters they are today. I'm sure you are aware that Agenda 21 is not a law. It is merely a series of suggestions that do not have to be adopted. Many cities throughout California and the country who desire legitimate improvement and elevated property values for their communities have opted out. It is not too late to add the City of La Quinta to that growing list and I urge you to do so. La Quinta has become the envy of the other desert communities. Let's put together a plan that will keep it La Quinta The Gem Of The Desert for generations to come.

I will be happy to provide further input and/or answer any questions you may have regarding my concerns. I can be contacted at the phone number printed at the bottom of the page. Thank you for your time and consideration..

Sincerely:

A handwritten signature in cursive script that reads "Michael L. Bailardo".

Michael L. Bailardo

P.O. BOX 1392 - LA QUINTA, CALIFORNIA 92247-1392 - (760) 564-6730